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Pavement Management Program EASTHAMPTON

GOVERNMENT DOCUMENTS
COLLECTION

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Prepared by the Pioneer Valley Planning Commission
West Springfield, Massachusetts

March 1998

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EASTHAMPTON PAVEMENT MANAGEMENT REPORT

Evaluation and Forecast of Pavement Conditions and Maintenance Requirements

March 1998

prepared by the
Pioneer Valley Planning Commission
in cooperation with the
City of Easthampton Department of Public Works,
Vanasse Hangen Brustlin (VHB), Inc.

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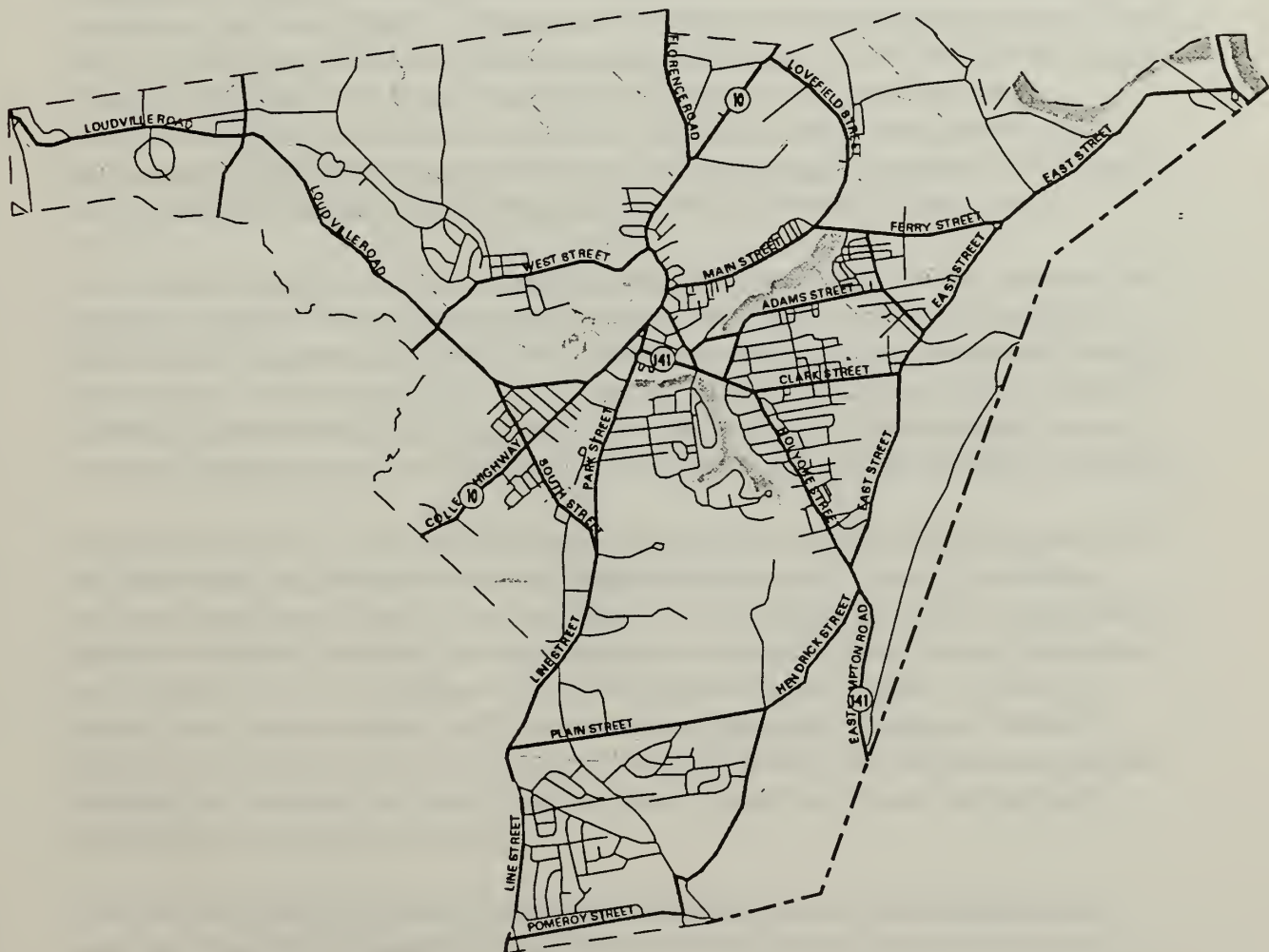
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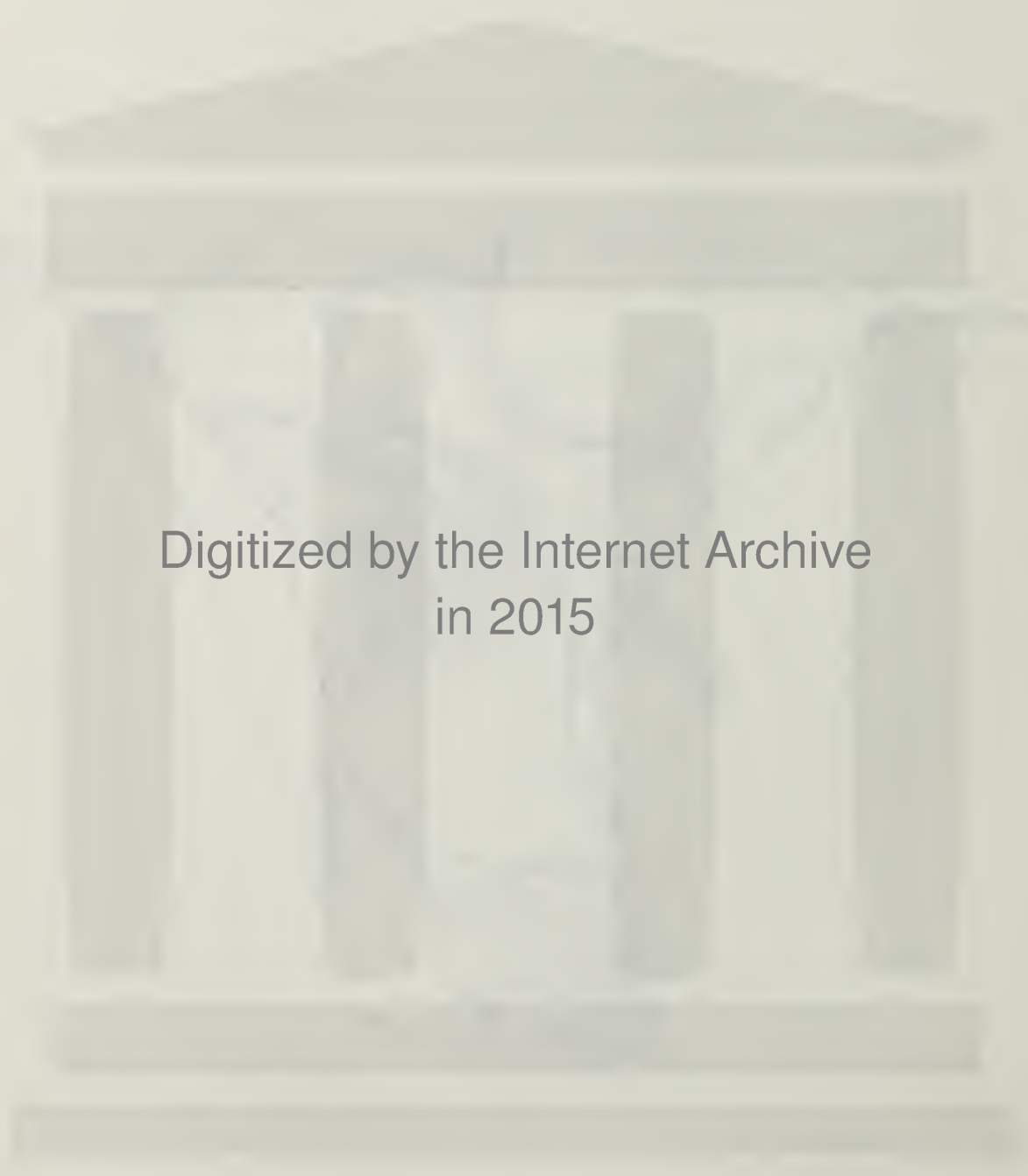
FEDERAL AID ELIGIBLE ROADS EASTHAMPTON, MA



FEDERAL AID
ELIGIBLE ROADS

NOT TO SCALE
Pioneer Valley Planning Commission, December 16, 1997





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I. Introduction

During the past several years a number of political, social, and economic trends have influenced the form and substance of local highway maintenance practices. Significant among them is the increasing pressure of fiscal austerity on local resources, specifically constraints on local tax revenues which make it difficult for the local highway superintendent or engineer to adequately meet the maintenance needs of roads in the community.

The Pioneer Valley Planning Commission (PVPC) in its effort to promote pavement management among its member communities conducts road condition, budget, and plan analyses to aid in the effective allocation of tax dollars to road maintenance needs. To do this, the PVPC has selected the "Road Manager" software developed by Vanasse Hangen Brustlin (VHB) Inc. The Road Manager can be customized to apply pavement management techniques to each municipality's specific roadway needs and priorities. A documented guideline of project priority, cost and scheduling is produced in a systematic and coordinated manner for our participating communities such as Easthampton.

The Road Manager assesses the present pavement conditions and forecasts them annually based on a family of historically derived roadway deterioration curves. Through the application of improvement funds, various budget scenarios can be compared to identify the condition levels associated with an improving, stabilizing or deteriorating roadway condition performance. This report summarizes the findings of Easthampton's present roadway condition survey and examines the implications of various investment scenarios.

The goal of the PVPC Pavement Management program is to provide Easthampton with the knowledge and ability to administer effectively the limited amount of available roadway improvement funds. The knowledge of cost effective pavement management is based on research formulated by the lifetime performance of typical roadway segments and the application of maintenance at various stages of pavement life. The ability to readily apply this knowledge to all system roadway segments is packaged within the pavement management software program. The PVPC's use of this program emphasizes focusing on improving the overall roadway system condition through the intelligent application of maintenance dollars.

The first step toward the goal of preserving the integrity of the City of Easthampton's roadway system while conserving fiscal resources to the maximum possible extent is to prepare and publish a pavement management program. Continuing, cooperative efforts of the city, the Massachusetts Highway Department, and PVPC are necessary to assure that data and forecasts are periodically updated and that maintenance and improvement decisions are based on accurate information.

II. Methodology

The Pioneer Valley Planning Commission (PVPC) has developed a system for managing highway pavement of all Federal-Aid highways in the Pioneer Valley region which started in the summer of 1995. The Federal-Aid highway system consists of any roadway that is not functionally classified as local or rural minor collector.

The PVPC staff collected pavement inventory and distress data for all the federal-aid eligible roadways in Easthampton in the month of July 1996. Similar data for the local roadways were collected between the months of October 1997 and November 1997. All data were merged by PVPC staff and applied to the pavement management software package, the Road Manager.

The Road Manager uses a Road Condition Index (RCI) as a measurement of roadway serviceability and as a method to establish performance criteria. RCI is derived from controlled measurements of conditions, including: pavement surface, rideability, drainage, safety, utility, traffic control, sidewalk, and roadside maintenance. These eight individual condition indices are based on inputs supplied to the Road Manager from the roadway survey. In analyzing the Easthampton roadway system, pavement surface condition was considered to be of most importance; therefore greater significance was assigned to the Pavement Condition Index (PCI).

A PCI was generated for each inventoried roadway segment in Easthampton using the distress data collected by PVPC staff. Deduct values assigned to each type of distress based on severity and extent were applied to generate a PCI for each roadway segment. PCI is measured from 0 to 100, with 100 being an excellent condition and zero being very poor condition. The PCI values generated are grouped into PCI category ranges which are defined by the user depending on the type and functional class of each segment. PVPC staff consulted with the local highway department in order to learn about the repair types that the city regularly performs and the associated unit costs of each repair type.

The PVPC incorporated 5 default repair categories:

1. Reconstruction
2. Rehabilitation
3. Preventive maintenance
4. Routine maintenance
5. No action

Reconstruction involves the complete removal and replacement of a failed pavement section. The rehabilitation of pavements includes the work necessary to restore the pavement to a condition that will allow it to perform satisfactorily for several years. Preventative maintenance activities are those which are performed at planned intervals to protect and seal the pavement. Routine maintenance activities are those which are taken to correct a specific pavement failure or area distress. A more detailed description of these repair types can be found in the Glossary of Terms section of this report.

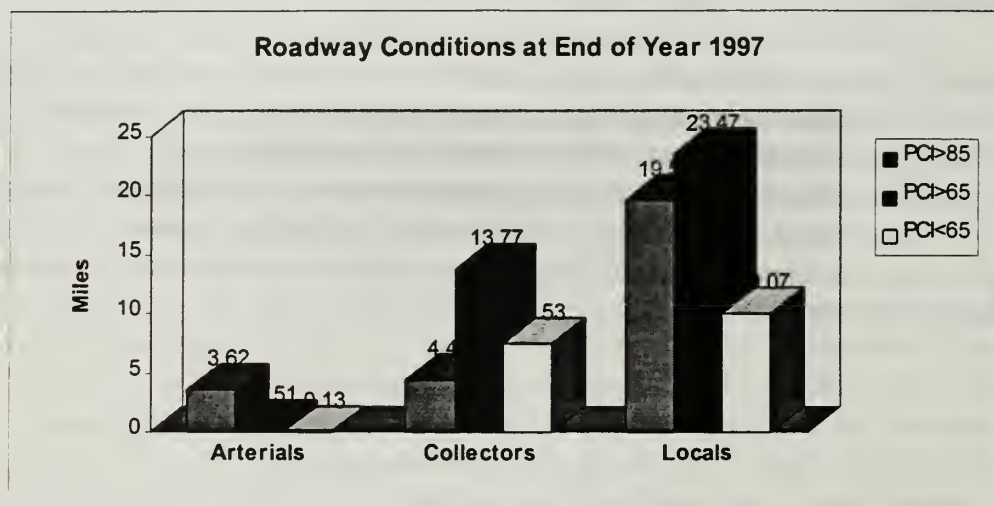
A list of repair strategies was developed based on the PCI ranges and road characteristics such as the base, functional class, pavement type, curb reveal, drain index, and utility index. The repair strategies simulate decisions which are consistent with Easthampton Department of Public Works (EDPW) repair practice and procedures. The Road Manager uses the repair strategies to assign a repair type to each roadway segment. Detailed and summary reports are produced by the Road Manager and can be sorted by street name, PCI, or benefit value. These reports provide the most recent survey condition information collected on the segments as well as the required repair types and associated costs. This information can also be displayed graphically. The budgeting process of the Road Manager calculates the amount of funds needed to achieve desired roadway condition ratings for the present year. In this process, a percentage of roadways at or below a given condition index range is entered into the computer. The Road Manager then prepares an asphalt budget report that provides the number of miles of roadway to improve by repair type and the required budget by repair type. This information is also provided graphically.

In the planning process, the Road Manager applies the present and future assigned budget to needed system repairs based on the highest project benefit value. This plan can be assigned for a maximum of 20 years into the future. For each plan year, the Road Manager prepares a future roadway condition projection, exhausts the assigned budget, and then produces reports on the end-of-year average PCI and miles of roadway for each PCI range. The Road Manager also allows the user to enter an inflation rate to account for estimated future costs.

III. Existing Condition Evaluation

The PVPC staff surveyed 83 miles of improved roadways which constitute 360 roadway segments. The average PCI for the end of year 1997 (start of year 1998) was rated at 78, which indicates that majority of the roadways are in a moderately fair condition. The surveyed roadway segments are broken down as follows: 33% of the roadways have a PCI greater than 85 (good to excellent), 45% have a PCI between 65 and 85 (fair), and 22% have a PCI less than 65 (poor). The city has approximately 4 miles of arterial roads, 26 miles of collector roads, and 53 miles of local roads. The percentages are 5%, 31%, and 64%, respectively. The following figure summarizes the existing roadway conditions for each roadway classification. More detailed information is provided in Appendix B, Existing Conditions Summary.

Figure 1



Based on 1997 Survey information.

Table 1 lists Easthampton's arterial and collector roadway segments which were determined to have a surveyed PCI of 99 or better at the end of year 1997. These roadway segments can be considered at the top of their performance ability with no immediate roadway maintenance required. Table 2 lists the ten roadways which received the lowest PCI ratings.

Table 1
PCI Listing of the Top Rated Arterial and Collector Roadway Segments

Street Name	Sec. ID	Functional Class	From	To	Length (ft)	PCI	Repair Code
Holyoke Street	100	Arterial	Clark St.	East St.	5438	100	5
Mountain Road	100	Arterial	East St.	.18 miles	950	100	5
Mountain Road	200	Arterial	.18 miles	Holyoke C.L.	4277	100	5
Pleasant Street	200	Collector	Pleasant Green West	Hampton Terr.	422	100	5
Pleasant Street	300	Collector	Hampton Terr.	Berkeley St.	317	100	5
Pleasant Street	400	Collector	Berkeley St.	Lovefield St.	475	100	5
South Street	100	Collector	Park St.	.40 miles	2112	100	5
Ferry Street	100	Collector	Pleasant St.	Emerald Place	792	99	5
Park Street	300	Collector	Ward Ave.	South St.	3485	99	5
Park Street	400	Collector	South St.	Strong St.	3221	99	5

Based on data collected at end of year 1997.

Table 2
PCI Listing of the Worst Ten Roadway Segments

Street Name	Sec. ID	Functional Class	From	To	Length (ft)	PCI	Repair Code	Cost
Combs Road	100	Local	Arcadia Wildlife Sanctuary	Old Springfield Rd.	528	27	1	\$13,200
Pomeroy Street	200	Local	Strong St.	Burt St.	844	30	1	\$16,880
Grant Street	100	Local	Franklin St.	Hudson St.	898	36	1	\$34,423
George Street	100	Local	Church St.	Bridge St.	211	37	1	\$7,033
Mayher Street	100	Local	Holyoke St.	Dead-end	1003	38	1	\$38,448
N. Hampshire Street	100	Local	Clark St.	Maple St.	475	44	1	\$15,833
Ward Avenue	200	Local	Culdaff St.	Williston Ave.	950	46	1	\$44,333
Olympia Street	100	Local	Clark St.	Maple St.	475	46	1	\$15,833
Friel Drive	100	Local	Park St.	Town House Dr.	370	46	1	\$17,267
Ballard Street	100	Local	Florence Rd.	Lyman St.	1637	47	1	\$65,480

Based on data collected at end of year 1997.

The budgeting process of the Road Manager can be used to calculate the backlog of repair work for the city by assigning 100% of city roadway segments within the best PCI range (greater than 93). The backlog is defined as the cost of bringing all roads up to a near perfect condition within one year.

The backlog represents how far behind the roadway network is in terms of its present physical condition and measures the cost of performing all desirable repairs to achieve the best PCI range. At the end of year 1997 the backlog repair work for the City of Easthampton was \$4,164,000. This cost estimate is useful in identifying the pavement condition of the system at the end of year 1997 and in comparing to future and/or past year's backlogs.

After the backlog of improvement needs have been determined, the recommended maintenance actions for roadway segments are ranked by priority. The priority of segment improvement is determined based on its calculated Benefit Value (BV). BV is a function of vehicle volume, roadway length, estimated life of repair, improvement cost, and PCI, and it is a measurement of the benefit/cost ratio for each segment improvement recommendation.

Table 3 summarizes the city's top ten roadway segments in terms of benefit value. A complete BV listing is provided in Appendix B Existing Conditions Summary.

Table 3
Benefit Value Listing of the Top Ten Roadway Segments

Street Name	Sec. ID	Functional Class	Length (ft.)	PCI	Repair Code	Cost	Benefit Value
Northampton Street	400	Arterial	686	61	2	\$10,976	711
Pleasant Green West	100	Local	370	66	3	\$164	373
Cottage Street	200	Arterial	581	90	4	\$3,389	278
Main Street	100	Arterial	739	65	2	\$29,560	267
Union Street	100	Arterial	1954	84	3	\$31,264	163
Clark Street	100	Collector	2904	60	2	\$42,592	158
West Street	500	Collector	1954	60	2	\$28,659	158
Clark Street	200	Collector	898	64	2	\$13,171	148
South Main Street	100	Collector	3960	61	2	\$63,363	142
South Street	300	Collector	1109	61	2	\$17,774	142

Based on data collected at end of year 1997.

Based on the BV calculations, the ten projects listed in Table 3 would benefit the most users (vehicle volumes) for the longest time period per dollar spent. As seen, a majority of the top ten segments listed in Table 3 are classified as arterial and collector roadways and service the most traffic. However, most of these projects require extensive repairs and a correspondingly large financial investment. In the application of good pavement management practice, the program user should not simply administer funds based on BV list alone; a plan should be developed taking into account the availability of funding from state and federal sources, the repair type and cost before budgeting improvement funds.

IV. Budget/Planning Process

The budgeting process determines the required budget for each type of repair based on the available information supplied regarding the overall condition level desired on the roadway network. The planning process determines the most beneficial plan of improvement based on the amount of money available to spend for each repair type. Pavement management utilizes both these processes in developing an effective program.

A regressive maintenance program occurs when insufficient funds or no funds are invested in road repairs, resulting in a backlog of repairs which increases over time. An equilibrium maintenance program is where just enough money is spent each year to keep the PCI level and the backlog stable. A progressive program occurs when the application of improvement funds results in a reduction of the backlog over time. These scenarios were examined over a five year horizon to measure cost versus operating conditions.

Anticipated Budget

The anticipated budget for roadway improvements was provided by the EDPW. Historically, the EDPW receives approximately \$375,000 in city funds to repair and reconstruct city roadways. This funding level was applied to the roadway segments based on a BV appropriation using the Road Manager program. Review of the network-wide PCI level for the city identifies that this level of investment represents a regressive maintenance program which results in an increase in the backlog of repairs from year to year. In this most typical situation, the budget that a community regularly allocates for roadway maintenance is usually insufficient to obtain overall future roadway condition performance levels which are equal to or better than the present. Table 4 shows the effects on the average PCI level and annual backlog as a constant budget is applied. This decline in PCI level is the result of the improvement rate being offset by the roadway deterioration rate. Also, the amount of needed repairs (backlog) increases as the PCI declines.

Table 4
Plan Summary of an Anticipated Budget

<u>Year</u>	<u>Funding</u>	<u>PCI level</u>	<u>Backlog</u>
1997	--	78	\$4,164,000
1998	\$375,000	78	\$3,992,000
1999	\$375,000	77	\$4,196,000
2000	\$375,000	76	\$4,494,000
2001	\$375,000	75	\$4,569,000
2002	\$375,000	74	\$4,538,000

PCI levels represent end of year value.

Deferred Budget

This scenario represents a highly regressive maintenance program which results in a yearly increase in the backlog of repairs as well as a continuous decrease in the average PCI level. This scenario illustrates the effect on these performance measures if funds to maintain and improve city roadways were deferred to future years.

Deferment of the typical annual expenditures of \$375,000 result in a sum of \$1,875,000 after a five year period. This sum of funds was applied in bulk to the roadway network in year five to identify the severe consequences of deferring maintenance and repair activities as seen in table 5. Deferring funds to future years results in an increase in the backlog of \$1,937,000. The accumulation of funds over the five year period does not satisfy the improvement needs for three primary reasons. Firstly, the absence of preventative maintenance causes the improvement needs to continuously regress to higher levels of repair at higher costs. Secondly, the pavement continues to deteriorate at a rate that increases over time. Thirdly, inflation throughout the five year period results in inflated improvement costs and a reduced dollar value. These factors lead to a drastically inflated backlog resulting in unachievable funding levels required to obtain acceptable roadway conditions. Table 5 shows the effects on the average PCI level and annual backlog as zero budget is applied.

Table 5
Plan Summary of a Deferred Budget

<u>Year</u>	<u>Funding</u>	<u>PCI level</u>	<u>Backlog</u>
1997	--	78	\$4,164,000
1998	\$0	76	\$4,483,000
1999	\$0	74	\$5,341,000
2000	\$0	72	\$6,076,000
2001	\$0	69	\$7,295,000
2002	\$1,875,000	72	\$6,101,000

PCI levels represent end of year value.

Budget to Maintain Present PCI Level or Zero Backlog

This scenario represents an equilibrium maintenance program which results in a constant PCI level. In this situation, the present PCI level is maintained by investing sufficient funds which will offset the deterioration experienced by the roadway system. The equilibrium or "as is" scenario preserves the roadway investment until a progressive condition can be accomplished.

In the case of Easthampton, the existing average PCI level is somewhat typical. To achieve this level requires maintaining the average condition at an excellent level. This requires the application of improvement funds to be directed towards the most cost effective repairs. The cost effective repairs generally improve and /or maintain the segments which are salvageable and delay action on the segments which require reconstruction or major rehabilitation and whose condition can not deteriorate much further. Once the salvageable segments are in a stable condition, attention can be paid to the other more seriously deteriorated segments.

Table 6 shows a budget scenario capable of maintaining an average PCI level consistent with the present conditions.

Table 6
Plan Summary of a Constant PCI Level

<u>Year</u>	<u>Funding</u>	<u>PCI level</u>	<u>Backlog</u>
1997	--	78	\$4,164,000
1998	\$100,000	79	\$4,351,000
1999	\$200,000	79	\$4,889,000
2000	\$200,000	79	\$5,159,000
2001	\$200,000	79	\$6,087,000
2002	\$370,000	79	\$6,172,000

PCI levels represent end of year value.

Budget to Get to Optimal PCI Level

This scenario represents a highly progressive maintenance program which produces a zero backlog. In this most desirable situation, the budget required to bring all roadway segments up to a near perfect condition (top PCI range) is calculated and examined. It is important to realize that with recent budget constraints and cuts in almost all communities, this scenario may not be economically feasible. However, it is important for the municipality to learn about the backlog of repair work that may be increasing through a regressive maintenance program. Also, future roadway condition performance and associated costs to maintain the zero backlog is helpful in understanding and comparing the budget-condition relationship.

The following table shows the performance of the city's roadways if a progressive maintenance program were adopted. After spending the maximum amount of funds in the first year, the average PCI level increases considerably. As shown, a much lower budget is then needed to keep the average PCI level close to the previous year's figure. The budget fluctuates somewhat over the years, but it would never reach the funding level needed in the first year as long as the progressive maintenance program is in place.

Table 7
Plan Summary of a Zero Backlog Budget

<u>Year</u>	<u>Funding</u>	<u>PCI level</u>	<u>Backlog</u>
1997	--	78	\$4,164,000
1998	\$4,164,000	97	\$0
1999	\$7,000	96	\$0
2000	\$41,000	93	\$0
2001	\$182,000	93	\$0
2002	\$22,000	92	\$0

PCI levels represent end of year value.

V. Summary

The role of pavement management in Easthampton is to provide a way to improve road conditions in the most cost effective manner. Easthampton officials will benefit from understanding the relationship between the roadway maintenance budget and future roadway conditions. Also, the highway superintendent will be able to provide objective information on road conditions and make cost-effective decisions on maintenance priorities and schedules. The improvement plan is a forecasting tool that the city can use to compute required budget levels to achieve desired roadway condition ratings.

The initial phase of pavement management is to look at the entire roadway network as opposed to a project by project approach. To determine the best way to improve the overall condition level is the primary goal, not to fix the roads that need the most repair. It requires far more money to stabilize the overall condition of a road network when even a small portion of the roads reach a condition of major investment (reconstruction or rehabilitation) than to attend to preventive and routine maintenance in a vigilant manner. Therefore, it is financially advantageous in the long-run for the city to attend to the roads which are in good to fair condition and can be prevented from deteriorating to a point where higher maintenance efforts are needed. Once this is done, the roads in poor condition can be addressed over time, and the backlog can be reduced.

It is important for the city to realize the effects of deferring timely road repairs. As the backlog of repairs increases, so does the required equilibrium budget. An effective pavement management program provides the community with an indication of the extent to which it needs to catch up in the repair of roads and how much this added effort will cost. Table 8 provides a summary of the four budget scenarios conducted for the City of Easthampton to identify the results of regressive, equilibrium, and progressive funding programs. As seen the timing and amount of funding impacts the performance condition as well as the end of year backlog amount.

Table 8
Budget Scenario Summary

<u>Funding Scenario</u>	<u>5 Year Expenditures</u>	<u>5th Year PCI Value</u>	<u>5th Year Backlog</u>
Anticipated Budget	\$1,875,000	74	\$4,538,000
Deferred Budget	\$1,875,000	72	\$6,101,000
Constant PCI	\$1,070,000	79	\$6,172,000
Zero Backlog	\$4,416,000	92	\$0

The purpose of this report is to show how the Road Manager can be applied to a municipal pavement management program. The ability to construct various budget and scheduling scenarios allows the local official to forecast the needs and conditions of the roadway system. This insight also provides the advantage of "stretching" funds allocated to one of the municipality's greatest investments, the roadway network.

VI. Glossary of Terms

Base Index (BI): An index derived from controlled measurements and evaluations of the pavement condition survey distresses which can be attributable to the asphalt mixture and materials such as surface wear/raveling, corrugations, shoving slippage, bleeding, and polished aggregate. It is a rating established as an indicator of asphalt materials quality and performance on a scale from 0 to 100, with 100 being excellent.

Benefit Value (BV): The benefit value is computed by the Road Manager at the time it determines a recommended repair for a road section that is the most beneficial. The benefit value is derived from the following formula:

$$BV = \frac{365 * ADT * Road\ Section\ Length * Estimated\ Life\ of\ Repair}{Current\ Cost * Condition\ Index}$$

Where BV is the benefit value, ADT is average daily traffic, and Condition Index is the condition index for the road section for the type of work being done (PCI, DCI, UCI).

Deduct Values: Deduct values represent the penalty assessed for each identified distress and is used in the calculation of the Pavement Condition Index. Each distress has multiple severity and extent levels, with a specific deduct value at each level. Deduct values may be modified for all nine pavement distress types. The deduct value is ultimately subtracted from a perfect pavement condition of 100.

Drainage Condition Index (DCI): An index derived from controlled measurements and evaluations of pavement surface drainage deficiencies and conditions. It is a serviceability rating established for determining the present status or performance of the drainage features on a scale from 0 to 100, with 100 being excellent.

Functional Classification: Road functional classification attempts to place all streets and roads in the network into one of the three general categories, arterial, collector, and local streets, according to vehicle volume. The categories are based on geometric and traffic characteristics of each street type.

Maintenance: Anything done to the pavement after original construction until complete reconstruction, excluding shoulders and bridges.

Pavement Condition Index (PCI): An index derived from established measurements of pavement surface condition distress or deficiencies. It is a serviceability rating established under controlled conditions having a scale from 0 to 100, with 100 being excellent.

Pavement Management (PM): Pavement Management is the effective and efficient directing of the various activities involved in providing and sustaining pavements in a condition acceptable to the traveling public at the lowest life-cycle cost.

Pavement Management System (PMS): An established, documented procedure treating many or all of the Pavement Management activities in a systematic and coordinated manner. It consists of five essential elements structured to serve decision-making responsibilities at various management levels.

1. Pavement surveys related to condition and serviceability.
2. Data base containing all pavement-related information.
3. Analysis scheme.
4. Decision criteria.
5. Implementation procedures.

Pavement Performance: The assessment of how well the pavement serves the user over time. The engineer often associates pavement condition with an arbitrary, but quantifiable, value relating to pavement roughness, pavement distress, or pavement strength. Performance is the measured change of condition and/or serviceability over increments of time.

Pavement Types: Road Manager assigns three standard pavement types, bituminous concrete, surface treated, and composite, to the streets and roads. Pavement Types serve to inform pavement engineers of the operating condition of the street and provides a meaningful communication tool when engineering judgment is required to select possible rehabilitation alternatives.

Preventative Maintenance: Preventative maintenance activities are those which are performed at planned intervals to protect and seal the pavement. Seals are designed to provide one or more of the following benefits:

1. prevent the intrusion of air and moisture.
2. Fill small cracks and voids.
3. Rejuvenate an oxidized binder.
4. Provide a new wearing surface.

Reconstruction: Reconstruction is the complete removal and replacement of a failed pavement and might also involve features other than just pavement such as widening, realignment, traffic control devices, safety hardware, and major base and drainage work.

Rehabilitation: The rehabilitation of pavements includes the work necessary to restore the pavement to a condition that will allow it to perform satisfactorily for several years. Rehabilitation also includes the work necessary to prepare the pavement for an overlay. The major activities involved in the rehabilitation process are:

1. Partial depth patching.
2. Full depth patching.
3. Joint and crack sealing.
4. Grouting and undersealing (filling voids).

5. Grinding and milling (removal of high spots in the pavement).

6. Overlays.

Repair Strategies: The Road Manager represents repair strategies in a table of user defined *if, then* statements. The recommended repairs are based on seven decision factors: PCI range, Base Index, Surface Index, Functional Classification, Surface Type, Utility Index, and Drainage Index. These input conditions to the repair strategy table represent the various conditions for each decision factor.

Repair Types: Various choices of treatment available for providing a solution to a pavement deficiency or problem. The associated repair type cost is based on a locality's past experience.

Rideability: A measure of the smoothness of a pavement (traveled surface) as perceived by the public traveling in a vehicle at a speed appropriate for the particular surface.

Routine Maintenance: Routine maintenance activities are those which are taken to correct a specific pavement failure or area distress. Routine maintenance usually addresses localized pavement defects and includes activities such as:

1. Patching.
2. Skin patching.
3. Crack sealing.

Thresholds: The thresholds define various condition index ranges used in the determination of recommended repairs. These thresholds identify PCI ranges from 1 to 5, with 5 representing optimal conditions.

Utility Condition Index (UCI): An index derived from controlled measurements and evaluations of utility patches and utility iron conditions in the pavement surface area. It is a serviceability rating established for determining the present status or performance of the utility features on a scale from 0 to 100, with 100 being excellent.

VII. References

The Road Manager User's Documentation, Vanasse, Hangen, Brustlin, Inc.

The Road Manager General Roadway Manual for Descriptions and Indices, Vanasse, Hangen, Brustlin, Inc.

APPENDIX A

Input Parameters

Deduct Values
Repair Types
Thresholds
Repair Strategies

2. The second part outlines the various methods and tools used to collect and analyze data. It mentions the use of surveys, interviews, and focus groups to gather information from stakeholders. Additionally, it discusses the application of statistical analysis to interpret the collected data.

3. The third part describes the process of identifying trends and patterns in the data. It highlights the need for a systematic approach to data analysis, involving the identification of key variables and the use of appropriate statistical techniques.

4. The fourth part focuses on the communication of findings to the relevant stakeholders. It stresses the importance of presenting the results in a clear and concise manner, using visual aids such as charts and graphs to enhance understanding.

5. The fifth part discusses the implications of the findings for the organization's strategy and decision-making. It suggests that the insights gained from the analysis should be used to inform the development of policies and procedures, as well as to guide the allocation of resources.

6. The sixth part concludes the document by summarizing the key points and reiterating the importance of ongoing monitoring and evaluation. It encourages the organization to regularly review its performance and make adjustments as needed to ensure continued success.

EASTHAMPTON

Asphalt Deduct Values
01/08/98

Pavement Distress	% AREA	-----EXTENT-----			
		0-1	>1-5	>5-10	>10
1. Potholes & Non-Util. Patches	L <1"	6	10	20	40
	M 1"-2"	10	20	30	45
	H >2"	15	30	40	50
2. Travel Lane Alligatoring	L Light	5	10	20	35
	M Medium	10	20	30	40
	H Heavy	15	30	40	50
3. Distortion	L Light	5	10	20	25
	M Medium	10	20	30	35
	H Heavy	15	30	40	45

Pavement Distress	% AREA	-----EXTENT-----			
		0-5	>5-50	>50-75	>75-100
4. Rutting	L .25-.5"	1	10	15	20
	M .5-1.5"	15	25	35	40
	H >1.5"	20	35	45	50
5. Weathering/Block Cracking	L <=.25"	1	5	15	30
	M >.25"	5	10	20	35
	H spalled	10	15	25	35
6. Transverse & Long. Cracking	L .25"	1	10	15	20
	M .25-.5"	5	15	20	25
	H >.5"	10	20	25	25

Pavement Distress	CONDITION	-----EXTENT-----	
		LOCALIZED	EXTENSIVE
7. Bleeding/Polished Aggregate	L No Haz	1	10
	H Hazard	5	35
8. Surface Wear & Raveling	L Light	2	6
	H Heavy	5	10
9. Corrugations, Shoving, Slippage	L No Haz	1	25
	H Hazard	15	35

EASTHAMPTON

Repair Types Setups

01/08/98

Repair Number	Repair Name	Unit Cost (sq.yds.)	Est. Repair Life (years)	Index Values After Repair
1	RECONST OR RECLAIM	15.00	27	99
2	REHABILITATION	6.00	19	99
3	PREVENTIVE MAINT.	4.00	6	99
4	ROUTINE MAINT.	1.25	4	99
5	NO IMMEDIATE MAINT.	0.00	1	95
6		0.00	0	0
7		0.00	0	0
8		0.00	0	0
9		0.00	0	0

EASTHAMPTON

Threshold Setups

01/08/98

Pavement Type:	Road Classification:			
	1 or 2 1	1 or 2 2 or 3	3 1	3 2 or 3
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Pavement Condition Index #4 Threshold	85	92	85	92
Pavement Condition Index #3 Threshold	78	85	78	85
Pavement Condition Index #2 Threshold	65	72	65	72
Pavement Condition Index #1 Threshold	50	60	50	60
Base Index Threshold			65	
Average Curb Reveal Threshold			4.1	
Utility Index Threshold			65	
Drainage Index Threshold			50	

Asphalt Repair Matrix
01/08/98

		BASE		CURB		FUNCTIONAL		PAVEMENT		UTIL		DRAIN		REPAIR	
PCI		INDEX		REVEAL		CLASS		TYPE		INDEX		INDEX		CODE	
1	Worst	1	Poor	1	Poor	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	1	RECONST OR R
1	Worst	1	Poor	1	Poor	1	Arte/Coll	1	Surface T	1	Poor	2	Good	1	RECONST OR R
1	Worst	1	Poor	1	Poor	1	Arte/Coll	1	Surface T	2	Good	1	Poor	1	RECONST OR R
1	Worst	1	Poor	1	Poor	1	Arte/Coll	1	Surface T	2	Good	2	Good	1	RECONST OR R
1	Worst	1	Poor	1	Poor	1	Arte/Coll	2	Bitu/Comp	1	Poor	1	Poor	1	RECONST OR R
1	Worst	1	Poor	1	Poor	1	Arte/Coll	2	Bitu/Comp	1	Poor	2	Good	1	RECONST OR R
1	Worst	1	Poor	1	Poor	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	1	RECONST OR R
1	Worst	1	Poor	1	Poor	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	1	RECONST OR R
1	Worst	1	Poor	1	Poor	2	Local	1	Surface T	1	Poor	1	Poor	1	RECONST OR R
1	Worst	1	Poor	1	Poor	2	Local	1	Surface T	1	Poor	2	Good	1	RECONST OR R
1	Worst	1	Poor	1	Poor	2	Local	1	Surface T	2	Good	1	Poor	1	RECONST OR R
1	Worst	1	Poor	1	Poor	2	Local	1	Surface T	2	Good	2	Good	1	RECONST OR R
1	Worst	1	Poor	1	Poor	2	Local	2	Bitu/Comp	1	Poor	1	Poor	1	RECONST OR R
1	Worst	1	Poor	1	Poor	2	Local	2	Bitu/Comp	1	Poor	2	Good	1	RECONST OR R
1	Worst	1	Poor	1	Poor	2	Local	2	Bitu/Comp	2	Good	1	Poor	1	RECONST OR R
1	Worst	1	Poor	1	Poor	2	Local	2	Bitu/Comp	2	Good	2	Good	1	RECONST OR R
1	Worst	1	Poor	2	Good	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	1	RECONST OR R
1	Worst	1	Poor	2	Good	1	Arte/Coll	1	Surface T	1	Poor	2	Good	1	RECONST OR R
1	Worst	1	Poor	2	Good	1	Arte/Coll	1	Surface T	2	Good	1	Poor	1	RECONST OR R
1	Worst	1	Poor	2	Good	1	Arte/Coll	1	Surface T	2	Good	2	Good	1	RECONST OR R
1	Worst	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	1	Poor	1	RECONST OR R
1	Worst	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	2	Good	1	RECONST OR R
1	Worst	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	1	RECONST OR R
1	Worst	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	1	RECONST OR R
1	Worst	1	Poor	2	Good	2	Local	1	Surface T	1	Poor	1	Poor	1	RECONST OR R
1	Worst	1	Poor	2	Good	2	Local	1	Surface T	1	Poor	2	Good	1	RECONST OR R
1	Worst	1	Poor	2	Good	2	Local	1	Surface T	2	Good	1	Poor	1	RECONST OR R
1	Worst	1	Poor	2	Good	2	Local	1	Surface T	2	Good	2	Good	1	RECONST OR R
1	Worst	1	Poor	2	Good	2	Local	2	Bitu/Comp	1	Poor	1	Poor	1	RECONST OR R
1	Worst	1	Poor	2	Good	2	Local	2	Bitu/Comp	1	Poor	2	Good	1	RECONST OR R
1	Worst	1	Poor	2	Good	2	Local	2	Bitu/Comp	2	Good	1	Poor	1	RECONST OR R
1	Worst	1	Poor	2	Good	2	Local	2	Bitu/Comp	2	Good	2	Good	1	RECONST OR R
1	Worst	2	Good	1	Poor	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	1	RECONST OR R
1	Worst	2	Good	1	Poor	1	Arte/Coll	1	Surface T	1	Poor	2	Good	1	RECONST OR R
1	Worst	2	Good	1	Poor	1	Arte/Coll	1	Surface T	2	Good	1	Poor	1	RECONST OR R
1	Worst	2	Good	1	Poor	1	Arte/Coll	1	Surface T	2	Good	2	Good	1	RECONST OR R
1	Worst	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	1	Poor	1	Poor	1	RECONST OR R
1	Worst	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	1	Poor	2	Good	1	RECONST OR R
1	Worst	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	1	RECONST OR R
1	Worst	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	1	RECONST OR R
1	Worst	2	Good	1	Poor	2	Local	1	Surface T	1	Poor	1	Poor	2	REHABILITATI
1	Worst	2	Good	1	Poor	2	Local	1	Surface T	1	Poor	2	Good	2	REHABILITATI
1	Worst	2	Good	1	Poor	2	Local	1	Surface T	2	Good	1	Poor	2	REHABILITATI
1	Worst	2	Good	1	Poor	2	Local	1	Surface T	2	Good	2	Good	2	REHABILITATI
1	Worst	2	Good	1	Poor	2	Local	2	Bitu/Comp	1	Poor	1	Poor	2	REHABILITATI
1	Worst	2	Good	1	Poor	2	Local	2	Bitu/Comp	1	Poor	2	Good	2	REHABILITATI
1	Worst	2	Good	1	Poor	2	Local	2	Bitu/Comp	2	Good	1	Poor	2	REHABILITATI
1	Worst	2	Good	1	Poor	2	Local	2	Bitu/Comp	2	Good	2	Good	2	REHABILITATI
1	Worst	2	Good	2	Good	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	1	RECONST OR R
1	Worst	2	Good	2	Good	1	Arte/Coll	1	Surface T	1	Poor	2	Good	1	RECONST OR R
1	Worst	2	Good	2	Good	1	Arte/Coll	1	Surface T	2	Good	1	Poor	1	RECONST OR R
1	Worst	2	Good	2	Good	1	Arte/Coll	1	Surface T	2	Good	2	Good	1	RECONST OR R

		BASE	CURB	FUNCTIONAL		PAVEMENT	UTIL	DRAIN	REPAIR								
PCI		INDEX	REVEAL		CLASS	TYPE	INDEX	INDEX		CODE							
1	Worst	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	1	Poor	1	RECONST	OR	R
1	Worst	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	2	Good	1	RECONST	OR	R
1	Worst	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	1	RECONST	OR	R
1	Worst	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	1	RECONST	OR	R
1	Worst	2	Good	2	Good	2	Local	1	Surface T	1	Poor	1	Poor	2	REHABILITATI		
1	Worst	2	Good	2	Good	2	Local	1	Surface T	1	Poor	2	Good	2	REHABILITATI		
1	Worst	2	Good	2	Good	2	Local	1	Surface T	2	Good	1	Poor	2	REHABILITATI		
1	Worst	2	Good	2	Good	2	Local	1	Surface T	2	Good	2	Good	2	REHABILITATI		
1	Worst	2	Good	2	Good	2	Local	2	Bitu/Comp	1	Poor	1	Poor	2	REHABILITATI		
1	Worst	2	Good	2	Good	2	Local	2	Bitu/Comp	1	Poor	2	Good	2	REHABILITATI		
1	Worst	2	Good	2	Good	2	Local	2	Bitu/Comp	2	Good	1	Poor	2	REHABILITATI		
1	Worst	2	Good	2	Good	2	Local	2	Bitu/Comp	2	Good	2	Good	2	REHABILITATI		
2	Poor	1	Poor	1	Poor	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	1	RECONST	OR	R
2	Poor	1	Poor	1	Poor	1	Arte/Coll	1	Surface T	1	Poor	2	Good	1	RECONST	OR	R
2	Poor	1	Poor	1	Poor	1	Arte/Coll	1	Surface T	2	Good	1	Poor	1	RECONST	OR	R
2	Poor	1	Poor	1	Poor	1	Arte/Coll	1	Surface T	2	Good	2	Good	1	RECONST	OR	R
2	Poor	1	Poor	1	Poor	1	Arte/Coll	2	Bitu/Comp	1	Poor	1	Poor	1	RECONST	OR	R
2	Poor	1	Poor	1	Poor	1	Arte/Coll	2	Bitu/Comp	1	Poor	2	Good	1	RECONST	OR	R
2	Poor	1	Poor	1	Poor	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	1	RECONST	OR	R
2	Poor	1	Poor	1	Poor	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	1	RECONST	OR	R
2	Poor	1	Poor	1	Poor	2	Local	1	Surface T	1	Poor	1	Poor	2	REHABILITATI		
2	Poor	1	Poor	1	Poor	2	Local	1	Surface T	1	Poor	2	Good	2	REHABILITATI		
2	Poor	1	Poor	1	Poor	2	Local	1	Surface T	2	Good	1	Poor	2	REHABILITATI		
2	Poor	1	Poor	1	Poor	2	Local	1	Surface T	2	Good	2	Good	2	REHABILITATI		
2	Poor	1	Poor	1	Poor	2	Local	2	Bitu/Comp	1	Poor	1	Poor	2	REHABILITATI		
2	Poor	1	Poor	1	Poor	2	Local	2	Bitu/Comp	1	Poor	2	Good	2	REHABILITATI		
2	Poor	1	Poor	1	Poor	2	Local	2	Bitu/Comp	2	Good	1	Poor	2	REHABILITATI		
2	Poor	1	Poor	1	Poor	2	Local	2	Bitu/Comp	2	Good	2	Good	2	REHABILITATI		
2	Poor	1	Poor	2	Good	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	1	RECONST	OR	R
2	Poor	1	Poor	2	Good	1	Arte/Coll	1	Surface T	1	Poor	2	Good	1	RECONST	OR	R
2	Poor	1	Poor	2	Good	1	Arte/Coll	1	Surface T	2	Good	1	Poor	1	RECONST	OR	R
2	Poor	1	Poor	2	Good	1	Arte/Coll	1	Surface T	2	Good	2	Good	1	RECONST	OR	R
2	Poor	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	1	Poor	1	RECONST	OR	R
2	Poor	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	2	Good	1	RECONST	OR	R
2	Poor	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	1	RECONST	OR	R
2	Poor	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	1	RECONST	OR	R
2	Poor	1	Poor	2	Good	2	Local	1	Surface T	1	Poor	1	Poor	2	REHABILITATI		
2	Poor	1	Poor	2	Good	2	Local	1	Surface T	1	Poor	2	Good	2	REHABILITATI		
2	Poor	1	Poor	2	Good	2	Local	1	Surface T	2	Good	1	Poor	2	REHABILITATI		
2	Poor	1	Poor	2	Good	2	Local	1	Surface T	2	Good	2	Good	2	REHABILITATI		
2	Poor	1	Poor	2	Good	2	Local	2	Bitu/Comp	1	Poor	1	Poor	2	REHABILITATI		
2	Poor	1	Poor	2	Good	2	Local	2	Bitu/Comp	1	Poor	2	Good	2	REHABILITATI		
2	Poor	1	Poor	2	Good	2	Local	2	Bitu/Comp	2	Good	1	Poor	2	REHABILITATI		
2	Poor	1	Poor	2	Good	2	Local	2	Bitu/Comp	2	Good	2	Good	2	REHABILITATI		
2	Poor	2	Good	1	Poor	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	2	REHABILITATI		
2	Poor	2	Good	1	Poor	1	Arte/Coll	1	Surface T	1	Poor	2	Good	2	REHABILITATI		
2	Poor	2	Good	1	Poor	1	Arte/Coll	1	Surface T	2	Good	1	Poor	2	REHABILITATI		
2	Poor	2	Good	1	Poor	1	Arte/Coll	1	Surface T	2	Good	2	Good	2	REHABILITATI		
2	Poor	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	1	Poor	1	Poor	2	REHABILITATI		
2	Poor	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	1	Poor	2	Good	2	REHABILITATI		
2	Poor	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	2	REHABILITATI		
2	Poor	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	2	REHABILITATI		
2	Poor	2	Good	1	Poor	2	Local	1	Surface T	1	Poor	1	Poor	3	PREVENTIVE M		
2	Poor	2	Good	1	Poor	2	Local	1	Surface T	1	Poor	2	Good	3	PREVENTIVE M		
2	Poor	2	Good	1	Poor	2	Local	1	Surface T	2	Good	1	Poor	3	PREVENTIVE M		
2	Poor	2	Good	1	Poor	2	Local	1	Surface T	2	Good	2	Good	3	PREVENTIVE M		
2	Poor	2	Good	1	Poor	2	Local	2	Bitu/Comp	1	Poor	1	Poor	3	PREVENTIVE M		

		BASE		CURB		FUNCTIONAL		PAVEMENT		UTIL		DRAIN		REPAIR	
PCI		INDEX		REVEAL		CLASS		TYPE		INDEX		INDEX		CODE	
2	Poor	2	Good	1	Poor	2	Local	2	Bitu/Comp	1	Poor	2	Good	3	PREVENTIVE M
2	Poor	2	Good	1	Poor	2	Local	2	Bitu/Comp	2	Good	1	Poor	3	PREVENTIVE M
2	Poor	2	Good	1	Poor	2	Local	2	Bitu/Comp	2	Good	2	Good	3	PREVENTIVE M
2	Poor	2	Good	2	Good	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	2	REHABILITATI
2	Poor	2	Good	2	Good	1	Arte/Coll	1	Surface T	1	Poor	2	Good	2	REHABILITATI
2	Poor	2	Good	2	Good	1	Arte/Coll	1	Surface T	2	Good	1	Poor	2	REHABILITATI
2	Poor	2	Good	2	Good	1	Arte/Coll	1	Surface T	2	Good	2	Good	2	REHABILITATI
2	Poor	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	1	Poor	2	REHABILITATI
2	Poor	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	2	Good	2	REHABILITATI
2	Poor	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	2	REHABILITATI
2	Poor	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	2	REHABILITATI
2	Poor	2	Good	2	Good	2	Local	1	Surface T	1	Poor	1	Poor	3	PREVENTIVE M
2	Poor	2	Good	2	Good	2	Local	1	Surface T	1	Poor	2	Good	3	PREVENTIVE M
2	Poor	2	Good	2	Good	2	Local	1	Surface T	2	Good	1	Poor	3	PREVENTIVE M
2	Poor	2	Good	2	Good	2	Local	1	Surface T	2	Good	2	Good	3	PREVENTIVE M
2	Poor	2	Good	2	Good	2	Local	2	Bitu/Comp	1	Poor	1	Poor	3	PREVENTIVE M
2	Poor	2	Good	2	Good	2	Local	2	Bitu/Comp	1	Poor	2	Good	3	PREVENTIVE M
2	Poor	2	Good	2	Good	2	Local	2	Bitu/Comp	2	Good	1	Poor	3	PREVENTIVE M
2	Poor	2	Good	2	Good	2	Local	2	Bitu/Comp	2	Good	2	Good	3	PREVENTIVE M
3	Fair	1	Poor	1	Poor	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	2	REHABILITATI
3	Fair	1	Poor	1	Poor	1	Arte/Coll	1	Surface T	1	Poor	2	Good	2	REHABILITATI
3	Fair	1	Poor	1	Poor	1	Arte/Coll	1	Surface T	2	Good	1	Poor	2	REHABILITATI
3	Fair	1	Poor	1	Poor	1	Arte/Coll	1	Surface T	2	Good	2	Good	2	REHABILITATI
3	Fair	1	Poor	1	Poor	1	Arte/Coll	2	Bitu/Comp	1	Poor	1	Poor	2	REHABILITATI
3	Fair	1	Poor	1	Poor	1	Arte/Coll	2	Bitu/Comp	1	Poor	2	Good	2	REHABILITATI
3	Fair	1	Poor	1	Poor	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	2	REHABILITATI
3	Fair	1	Poor	1	Poor	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	2	REHABILITATI
3	Fair	1	Poor	1	Poor	2	Local	1	Surface T	1	Poor	1	Poor	3	PREVENTIVE M
3	Fair	1	Poor	1	Poor	2	Local	1	Surface T	1	Poor	2	Good	3	PREVENTIVE M
3	Fair	1	Poor	1	Poor	2	Local	1	Surface T	2	Good	1	Poor	3	PREVENTIVE M
3	Fair	1	Poor	1	Poor	2	Local	1	Surface T	2	Good	2	Good	3	PREVENTIVE M
3	Fair	1	Poor	1	Poor	2	Local	2	Bitu/Comp	1	Poor	1	Poor	3	PREVENTIVE M
3	Fair	1	Poor	1	Poor	2	Local	2	Bitu/Comp	1	Poor	2	Good	3	PREVENTIVE M
3	Fair	1	Poor	1	Poor	2	Local	2	Bitu/Comp	2	Good	1	Poor	3	PREVENTIVE M
3	Fair	1	Poor	1	Poor	2	Local	2	Bitu/Comp	2	Good	2	Good	3	PREVENTIVE M
3	Fair	1	Poor	2	Good	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	2	REHABILITATI
3	Fair	1	Poor	2	Good	1	Arte/Coll	1	Surface T	1	Poor	2	Good	3	PREVENTIVE M
3	Fair	1	Poor	2	Good	1	Arte/Coll	1	Surface T	2	Good	1	Poor	3	PREVENTIVE M
3	Fair	1	Poor	2	Good	1	Arte/Coll	1	Surface T	2	Good	2	Good	3	PREVENTIVE M
3	Fair	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	1	Poor	2	REHABILITATI
3	Fair	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	2	Good	3	PREVENTIVE M
3	Fair	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	3	PREVENTIVE M
3	Fair	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	3	PREVENTIVE M
3	Fair	1	Poor	2	Good	2	Local	1	Surface T	1	Poor	1	Poor	3	PREVENTIVE M
3	Fair	1	Poor	2	Good	2	Local	1	Surface T	1	Poor	2	Good	3	PREVENTIVE M
3	Fair	1	Poor	2	Good	2	Local	1	Surface T	2	Good	1	Poor	3	PREVENTIVE M
3	Fair	1	Poor	2	Good	2	Local	1	Surface T	2	Good	2	Good	3	PREVENTIVE M
3	Fair	1	Poor	2	Good	2	Local	2	Bitu/Comp	1	Poor	1	Poor	3	PREVENTIVE M
3	Fair	1	Poor	2	Good	2	Local	2	Bitu/Comp	1	Poor	2	Good	3	PREVENTIVE M
3	Fair	1	Poor	2	Good	2	Local	2	Bitu/Comp	2	Good	1	Poor	3	PREVENTIVE M
3	Fair	1	Poor	2	Good	2	Local	2	Bitu/Comp	2	Good	2	Good	3	PREVENTIVE M
3	Fair	2	Good	1	Poor	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	2	REHABILITATI
3	Fair	2	Good	1	Poor	1	Arte/Coll	1	Surface T	1	Poor	2	Good	3	PREVENTIVE M
3	Fair	2	Good	1	Poor	1	Arte/Coll	1	Surface T	2	Good	1	Poor	3	PREVENTIVE M
3	Fair	2	Good	1	Poor	1	Arte/Coll	1	Surface T	2	Good	2	Good	3	PREVENTIVE M
3	Fair	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	1	Poor	1	Poor	2	REHABILITATI
3	Fair	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	1	Poor	2	Good	3	PREVENTIVE M

		BASE		CURB		FUNCTIONAL		PAVEMENT		UTIL		DRAIN		REPAIR	
PCI		INDEX		REVEAL		CLASS		TYPE		INDEX		INDEX		CODE	
3	Fair	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	3	PREVENTIVE M
3	Fair	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	3	PREVENTIVE M
3	Fair	2	Good	1	Poor	2	Local	1	Surface T	1	Poor	1	Poor	4	ROUTINE MAIN
3	Fair	2	Good	1	Poor	2	Local	1	Surface T	1	Poor	2	Good	4	ROUTINE MAIN
3	Fair	2	Good	1	Poor	2	Local	1	Surface T	2	Good	1	Poor	4	ROUTINE MAIN
3	Fair	2	Good	1	Poor	2	Local	1	Surface T	2	Good	2	Good	4	ROUTINE MAIN
3	Fair	2	Good	1	Poor	2	Local	2	Bitu/Comp	1	Poor	1	Poor	4	ROUTINE MAIN
3	Fair	2	Good	1	Poor	2	Local	2	Bitu/Comp	1	Poor	2	Good	4	ROUTINE MAIN
3	Fair	2	Good	1	Poor	2	Local	2	Bitu/Comp	2	Good	1	Poor	4	ROUTINE MAIN
3	Fair	2	Good	1	Poor	2	Local	2	Bitu/Comp	2	Good	2	Good	4	ROUTINE MAIN
3	Fair	2	Good	2	Good	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	2	REHABILITATI
3	Fair	2	Good	2	Good	1	Arte/Coll	1	Surface T	1	Poor	2	Good	3	PREVENTIVE M
3	Fair	2	Good	2	Good	1	Arte/Coll	1	Surface T	2	Good	1	Poor	3	PREVENTIVE M
3	Fair	2	Good	2	Good	1	Arte/Coll	1	Surface T	2	Good	2	Good	3	PREVENTIVE M
3	Fair	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	1	Poor	3	PREVENTIVE M
3	Fair	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	2	Good	3	PREVENTIVE M
3	Fair	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	3	PREVENTIVE M
3	Fair	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	3	PREVENTIVE M
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3	Fair	2	Good	2	Good	2	Local	1	Surface T	1	Poor	2	Good	4	ROUTINE MAIN
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4	Good	1	Poor	1	Poor	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	3	PREVENTIVE M
4	Good	1	Poor	1	Poor	2	Local	1	Surface T	1	Poor	1	Poor	4	ROUTINE MAIN
4	Good	1	Poor	1	Poor	2	Local	1	Surface T	1	Poor	2	Good	4	ROUTINE MAIN
4	Good	1	Poor	1	Poor	2	Local	1	Surface T	2	Good	1	Poor	4	ROUTINE MAIN
4	Good	1	Poor	1	Poor	2	Local	1	Surface T	2	Good	2	Good	4	ROUTINE MAIN
4	Good	1	Poor	1	Poor	2	Local	2	Bitu/Comp	1	Poor	1	Poor	4	ROUTINE MAIN
4	Good	1	Poor	1	Poor	2	Local	2	Bitu/Comp	1	Poor	2	Good	4	ROUTINE MAIN
4	Good	1	Poor	1	Poor	2	Local	2	Bitu/Comp	2	Good	1	Poor	4	ROUTINE MAIN
4	Good	1	Poor	1	Poor	2	Local	2	Bitu/Comp	2	Good	2	Good	4	ROUTINE MAIN
4	Good	1	Poor	2	Good	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	3	PREVENTIVE M
4	Good	1	Poor	2	Good	1	Arte/Coll	1	Surface T	1	Poor	2	Good	3	PREVENTIVE M
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4	Good	1	Poor	2	Good	1	Arte/Coll	1	Surface T	2	Good	2	Good	3	PREVENTIVE M
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4	Good	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	3	PREVENTIVE M
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4	Good	1	Poor	2	Good	2	Local	2	Bitu/Comp	1	Poor	2	Good	4	ROUTINE MAIN
4	Good	1	Poor	2	Good	2	Local	2	Bitu/Comp	2	Good	1	Poor	4	ROUTINE MAIN

		BASE		CURB		FUNCTIONAL		PAVEMENT		UTIL		DRAIN		REPAIR	
PCI		INDEX		REVEAL		CLASS		TYPE		INDEX		INDEX		CODE	
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4	Good	2	Good	2	Good	2	Local	2	Bitu/Comp	1	Poor	1	Poor	4	ROUTINE MAIN
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4	Good	2	Good	2	Good	2	Local	2	Bitu/Comp	2	Good	1	Poor	4	ROUTINE MAIN
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5	Best	1	Poor	1	Poor	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	4	ROUTINE MAIN
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5	Best	1	Poor	1	Poor	2	Local	1	Surface T	1	Poor	1	Poor	5	NO IMMEDIATE
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5	Best	1	Poor	1	Poor	2	Local	1	Surface T	2	Good	2	Good	5	NO IMMEDIATE
5	Best	1	Poor	1	Poor	2	Local	2	Bitu/Comp	1	Poor	1	Poor	5	NO IMMEDIATE
5	Best	1	Poor	1	Poor	2	Local	2	Bitu/Comp	1	Poor	2	Good	5	NO IMMEDIATE
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5	Best	1	Poor	1	Poor	2	Local	2	Bitu/Comp	2	Good	2	Good	5	NO IMMEDIATE
5	Best	1	Poor	2	Good	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	4	ROUTINE MAIN
5	Best	1	Poor	2	Good	1	Arte/Coll	1	Surface T	1	Poor	2	Good	5	NO IMMEDIATE
5	Best	1	Poor	2	Good	1	Arte/Coll	1	Surface T	2	Good	1	Poor	4	ROUTINE MAIN
5	Best	1	Poor	2	Good	1	Arte/Coll	1	Surface T	2	Good	2	Good	5	NO IMMEDIATE
5	Best	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	1	Poor	4	ROUTINE MAIN
5	Best	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	2	Good	5	NO IMMEDIATE
5	Best	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	4	ROUTINE MAIN
5	Best	1	Poor	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	5	NO IMMEDIATE

PCI	BASE INDEX		CURB REVEAL		FUNCTIONAL CLASS		PAVEMENT TYPE		UTIL INDEX		DRAIN INDEX		REPAIR CODE	
5 Best	1	Poor	2	Good	2	Local	1	Surface T	1	Poor	1	Poor	5	NO IMMEDIATE
5 Best	1	Poor	2	Good	2	Local	1	Surface T	1	Poor	2	Good	5	NO IMMEDIATE
5 Best	1	Poor	2	Good	2	Local	1	Surface T	2	Good	1	Poor	5	NO IMMEDIATE
5 Best	1	Poor	2	Good	2	Local	1	Surface T	2	Good	2	Good	5	NO IMMEDIATE
5 Best	1	Poor	2	Good	2	Local	2	Bitu/Comp	1	Poor	1	Poor	5	NO IMMEDIATE
5 Best	1	Poor	2	Good	2	Local	2	Bitu/Comp	1	Poor	2	Good	5	NO IMMEDIATE
5 Best	1	Poor	2	Good	2	Local	2	Bitu/Comp	2	Good	1	Poor	5	NO IMMEDIATE
5 Best	1	Poor	2	Good	2	Local	2	Bitu/Comp	2	Good	2	Good	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	1	Arte/Coll	1	Surface T	1	Poor	2	Good	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	1	Arte/Coll	1	Surface T	2	Good	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	1	Arte/Coll	1	Surface T	2	Good	2	Good	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	1	Poor	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	1	Poor	2	Good	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	2	Local	1	Surface T	1	Poor	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	2	Local	1	Surface T	1	Poor	2	Good	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	2	Local	1	Surface T	2	Good	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	2	Local	1	Surface T	2	Good	2	Good	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	2	Local	2	Bitu/Comp	1	Poor	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	2	Local	2	Bitu/Comp	1	Poor	2	Good	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	2	Local	2	Bitu/Comp	2	Good	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	1	Poor	2	Local	2	Bitu/Comp	2	Good	2	Good	5	NO IMMEDIATE
5 Best	2	Good	2	Good	1	Arte/Coll	1	Surface T	1	Poor	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	2	Good	1	Arte/Coll	1	Surface T	1	Poor	2	Good	5	NO IMMEDIATE
5 Best	2	Good	2	Good	1	Arte/Coll	1	Surface T	2	Good	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	2	Good	1	Arte/Coll	1	Surface T	2	Good	2	Good	5	NO IMMEDIATE
5 Best	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	1	Poor	2	Good	5	NO IMMEDIATE
5 Best	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	2	Good	1	Arte/Coll	2	Bitu/Comp	2	Good	2	Good	5	NO IMMEDIATE
5 Best	2	Good	2	Good	2	Local	1	Surface T	1	Poor	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	2	Good	2	Local	1	Surface T	1	Poor	2	Good	5	NO IMMEDIATE
5 Best	2	Good	2	Good	2	Local	1	Surface T	2	Good	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	2	Good	2	Local	1	Surface T	2	Good	2	Good	5	NO IMMEDIATE
5 Best	2	Good	2	Good	2	Local	2	Bitu/Comp	1	Poor	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	2	Good	2	Local	2	Bitu/Comp	1	Poor	2	Good	5	NO IMMEDIATE
5 Best	2	Good	2	Good	2	Local	2	Bitu/Comp	2	Good	1	Poor	5	NO IMMEDIATE
5 Best	2	Good	2	Good	2	Local	2	Bitu/Comp	2	Good	2	Good	5	NO IMMEDIATE

APPENDIX B

Existing Conditions

Roadway Listing by Street Name and Section

Roadway Listing by PCI Ascending

Roadway Listing by Benefit Value Descending

Street Name	Section	From	To	Class	Length (ft)	Width (ft)	PCI	Survey Date
ADAMS STREET	100	Cottage Street	Everett Street	2	1742	34.0	80	7/17/96
ADMIRAL STREET	100	Church Street	Clark Street	3	1161	21.0	85	11/3/97
ALDEN STREET	100	Colonial Avenue	Plymouth Avenue	3	264	23.0	100	10/29/97
ALLEN STREET	100	Holyoke Street	Dead end	3	543	29.0	64	11/4/97
APPLE TREE LANE	100	Plain Street	Hendrick Street	3	1097	25.0	95	11/4/97
APPLEWOOD CIRCLE	100	Meadowbrook Drive	Cul-de-sac	3	422	29.0	88	10/22/97
ARLINGTON STREET	100	Pleasant Street	Terrace View	3	475	25.0	62	10/31/97
ARTHUR STREET	100	Ferry Street	Dead end	3	686	29.0	73	10/30/97
ASHLEY CIRCLE	100	Loudville Road	Ashley Circle	3	3590	29.0	89	10/29/97
BALLARD STREET	100	Florence Road	Lyman Street	3	1637	24.0	47	10/29/97
BAY AVENUE	100	Dead end	Dead end	3	652	20.0	79	11/4/97
BEECH STREET	100	East Street	East Chestnut Street	3	317	23.0	93	10/30/97
BEECHWOOD AVENUE	100	South Street	Paul Street	3	739	29.0	80	11/7/97
BERKELY STREET	100	Pleasant Street	Terrace View	3	422	25.0	64	10/31/97
BERNIE AVENUE	100	Hendrick Street	Overlook Drive	3	528	29.0	95	10/22/97
BEYER DRIVE	100	Campbell Drive	Lawson Drive	3	1531	28.0	79	10/21/97
BIEN CIRCLE	100	Zabek Drive	Cul-de-sac	3	264	28.0	95	10/21/97
BOYLSTON STREET	100	Parsons Street	Sherman Avenue	3	422	21.0	76	10/31/97
BREWSTER AVENUE	100	Main Street	Park Street	3	739	19.0	74	10/22/97
BRIGGS STREET	100	Adams Street	Franklin Street	3	1742	27.0	75	11/3/97
BRIGGS STREET	200	Franklin Street	Dead end	3	1320	22.0	94	10/3/97
BRITTANY LANE	100	Hendrick Street	Cul-de-sac	3	480	24.0	95	11/4/97
BROAD STREET	100	East Street	First Avenue	3	1108	23.0	83	10/30/97
BRODERICK STREET	100	Everett Street	Lincoln Street	3	158	29.0	95	10/30/97
BROOKS STREET	100	Hendrick Street	.11 mile	3	580	23.0	61	10/22/97
BROOKS STREET	200	.11 mile	Cul-de-sac	3	2376	23.0	70	10/22/97
BRYAN AVENUE	100	Park Street	Geryk Court	3	1900	30.0	75	11/10/97
BURT STREET	100	Wonderlich Street	Pomeroy Street	3	1056	19.0	67	10/21/97
CAMPBELL DRIVE	100	Southampton Town Line	Beyer Drive	3	686	28.0	90	10/21/97
CAMPBELL DRIVE	200	Beyer Drive	Dupre Drive	3	1584	28.0	80	10/21/97
CAMPBELL DRIVE	300	Dupre Drive	Pomeroy Street	3	1320	28.0	85	10/21/97
CAMPUS LANE	100	Main Street	High Street	3	528	27.0	84	11/7/97
CARILLON CIRCLE	100	Deerfield Drive	Carillon Circle	3	4118	29.0	78	10/24/97
CAROL AVENUE	100	South Street	Paul Street	3	370	28.0	89	11/7/97

Street Name	Section	From	To	Class	Length (ft)	Width (ft)	PCI	Survey Date
CEDARWOOD AVENUE	100	Sheldon Avenue	Beechwood Avenue	3	422	29.0	83	11/7/97
CENTER STREET	100	Main Street	Railroad Street	3	1214	27.0	67	11/7/97
CHAPEL STREET	100	Cottage Street	Maple Street	3	475	36.0	92	11/3/97
CHAPIN STREET	100	East Street	Cul-de-sac	3	1003	23.0	65	10/30/97
CHAPMAN AVENUE	100	High Street	.05 mile	3	264	21.0	95	11/7/97
CHAPMAN AVENUE	200	.05 mile	Union Street	3	739	27.0	89	11/7/97
CHARLES STREET	100	Clark Street	Maple Street	3	475	23.0	84	10/3/97
CERRY STREET	100	Holyoke Street	Lux Avenue	3	1742	21.0	94	11/4/97
CERRY STREET	200	Lux Avenue	Dead end	3	264	21.0	94	11/4/97
CHESTNUT STREET	100	Mutter Street	East Green Street	3	845	27.0	54	11/3/97
CHRIS CLARK ROAD	100	Mountain Road	Holyoke City Line	3	10613	18.0	70	11/4/97
CHRIS CLARK ROAD	200	Chris Clark Road	Holyoke City Line	3	1320	18.0	54	11/4/97
CHURCH STREET	100	George Street	Dead end	3	633	23.0	65	11/3/97
CLAPP STREET	100	Lovefield Street	Fort Hill Road	3	3168	19.0	50	10/29/97
CLARK AVENUE	100	Park Street	School Street	3	528	19.0	86	11/7/97
CLARK LANE	100	Oliver Street	Toby Street	3	2428	24.0	51	10/24/97
CLARK STREET	100	Holyoke Street	0.55 mile	2	2904	22.0	60	7/17/96
CLARK STREET	200	0.55 mile	East Street	2	898	22.0	64	7/17/96
CLIFFORD STREET	100	Adams Street	Gaston Street	3	317	28.0	86	11/3/97
CLINTON STREET	100	Broderick Street	Emerald Place	3	686	19.0	89	10/30/97
COED DRIVE	100	Strong Street	Droy Circle	3	1162	28.0	90	10/22/97
COLEMAN ROAD	100	South Main Street	Southampton Town Line	3	105	25.0	83	11/10/97
COLONIAL AVENUE	100	Northampton Street	Dead end	3	845	23.0	100	10/29/97
COMBS ROAD	100	Arcadia Wildlife Sanctuary	Old Springfield Road	3	528	15.0	27	10/30/97
CONCORD DRIVE	100	Pinebrook Drive	Hannum Brook Drive	3	1162	29.0	93	10/24/97
COOK ROAD	100	Southampton Town Line	Dead end	3	528	22.0	95	10/21/97
CORNER LANE	100	Westhampton Town Line	Southampton Town Line	3	528	29.0	100	10/29/97
COTTAGE STREET	100	Holyoke Street	Adams Street	1	845	42.0	95	7/17/96
COTTAGE STREET	200	Adams Street	Williston Avenue	1	581	42.0	90	7/17/96
CRESCENT STREET	100	South Street	Westview Terrace	3	634	29.0	63	11/4/97
CROWN DRIVE	100	Carillon Circle	Cul-de-sac	3	264	29.0	84	10/29/97
CROWN MEADOW EST	100	Plain Street	Cul-de-sac	3	1380	24.0	95	11/11/97
CULDAFF STREET	100	Ward Street	West Lake Street	3	422	25.0	60	11/10/97
DARTMOUTH STREET	100	Parsons Street	Emerald Place	3	739	20.0	77	10/31/97

Street Name	Section	From	To	Class	Length (ft)	Width (ft)	PCI	Survey Date
DAVIS STREET	100	Adams Street	Lovell Street	3	1426	29.0	74	11/3/97
DEERFIELD DRIVE	100	Oliver Street	Pinebrook Drive	3	1373	29.0	76	10/24/97
DEWEY STREET	100	Park Street	Dead end	3	422	20.0	70	11/10/97
DIVISION STREET	100	Southampton Town Line	Phelps Street	3	686	28.0	94	10/21/97
DIVISION STREET	200	Dead end	Dead end	3	1056	15.0	69	10/21/97
DONAIS STREET	100	South Main Street	Lord Street	3	264	29.0	78	11/4/97
DOODY AVENUE	100	Holyoke Street	Nashawannuck Street	3	580	17.0	95	11/3/97
DRAGON CIRCLE	100	Northampton Street	Northampton Street	3	1373	23.0	74	10/29/97
DROY CIRCLE	100	Morin Drive	Kimberly Lane	3	1478	28.0	94	10/21/97
DRURY LANE	100	Loudville Road	Northampton City Line	3	1954	23.0	73	10/29/97
DUDA DRIVE	100	Parsons Street	Cul-de-sac	3	976	26.0	100	10/30/97
DUPRE DRIVE	100	Pomeroy Street	Campbell Drive	3	528	28.0	85	10/21/97
E.GREEN STREET	100	Holyoke Street	Cul-de-sac	3	2006	26.0	63	11/3/97
EAST CHESTNUT STREET	100	Clark Street	East Maple Street	3	475	26.0	76	10/30/97
EAST MAPLE STREET	100	East Street	Dead end	3	528	28.0	85	10/30/97
EAST STREET	100	North Street	0.53 mile	2	2798	26.0	86	7/15/96
EAST STREET	200	0.53 mile	0.27 mile	2	1426	26.0	87	7/15/96
EAST STREET	300	0.27 mile	Ferry Street	2	3010	26.0	75	7/15/96
EAST STREET	400	Ferry Street	0.07 mile	2	370	26.0	88	7/15/96
EAST STREET	500	0.07 mile	North Street	2	9979	26.0	63	7/15/96
ECHO LANE	100	Allen Street	Lussier Circle	3	544	31.0	64	11/4/97
EDWARD AVENUE	100	Parsons Street	Dead end	3	528	22.0	94	10/31/97
ELIOT STREET	100	Spring Street	East Green Street	3	528	28.0	94	11/3/97
ELY AVENUE	100	South Street	Willaim Street	3	581	28.0	95	11/4/97
EMERALD PLACE	100	Clinton Street	Ferry Street	3	1848	20.0	83	10/30/97
EVANS AVENUE	90	Lawler Drive	Oliver Street	3	264	29.0	87	10/24/97
EVANS AVENUE	100	Oliver Street	.07 mile	3	370	29.0	88	10/24/97
EVANS AVENUE	200	.07 mile	Searls Street	3	580	29.0	88	10/24/97
EVERETT STREET	100	Adams Street	Johnson Avenue	2	1320	24.0	62	7/17/96
EVERETT STREET	200	Johnson Avenue	0.14 mile	2	739	24.0	84	7/17/96
EVERETT STREET	300	0.14 mile	Parsons Street	2	1690	24.0	71	7/17/96
EXETER STREET	100	Parsons Street	Emerald Place	3	739	23.0	78	10/31/97
FAIRFIELD AVENUE	100	Holyoke Street	Water Lane	3	845	26.0	90	11/3/97
FEDERAL STREET	100	Parsons Street	Emerald Place	3	686	20.0	76	10/31/97

Street Name	Section	From	To	Class	Length (ft)	Width (ft)	PCI	Survey Date
FERRY STREET	100	Pleasant Street	Emerald Place	2	792	26.0	99	7/17/96
FERRY STREET	200	Emerald Place	0.47 mile	2	2482	26.0	95	7/17/96
FERRY STREET	300	0.47 mile	East Street	2	1584	26.0	95	7/17/96
FIRST AVENUE	100	Parsons Street	Dead end	3	686	18.0	65	10/30/97
FLEURY COURT	100	Main Street	South Street	3	475	27.0	63	11/7/97
FLORENCE ROAD	100	Northampton Street	Northampton City Line	2	4118	30.0	52	7/15/96
FORT HILL ROAD	100	Clapp Street	River Street	3	1373	23.0	56	10/30/97
FORT HILL ROAD	200	River Street	.19 miles	3	1003	26.0	90	10/30/97
FORT HILL ROAD	300	.19 miles	East Street	3	1108	22.0	81	10/30/97
FRANKLIN STREET	100	Clark Street	Davis Street	3	1742	22.0	60	11/3/97
FRANKLIN STREET	200	Davis Street	Everett Street	3	370	27.0	76	11/3/97
FRIEL DRIVE	100	Park Street	Town House Drive	3	370	28.0	46	11/11/97
FUGERE COURT	100	Pleasant Street	Dead end	3	264	16.0	84	10/31/97
GARFIELD AVENUE	100	Park Street	Williston Avenue	3	2270	29.0	86	11/10/97
GASTON STREET	100	Knipfer Street	Maple Street	3	739	23.0	95	11/3/97
GAUGH STREET	100	Holyoke Street	Pine Street	3	845	27.0	90	11/3/97
GEORGE STREET	100	Church Street	Briggs Street	3	211	20.0	37	11/3/97
GERYK COURT	100	Williston Avenue	Easthampton H.S. (.05 mile)	3	264	23.0	86	11/10/97
GLEN COVE PLACE	100	Federal Street	Oakdale Place	3	528	20.0	79	10/31/97
GLENDAL STREET	100	Main Street	Building #65	2	2112	29.0	85	7/15/96
GLENDAL STREET	200	Building #65	South Street	2	317	25.0	83	7/15/96
GOLDEN DRIVE	100	Sterling Drive	Sandra Road	3	1848	29.0	95	10/22/97
GOSSELIN DRIVE	100	Ferry Street	Dead end	3	528	22.0	84	10/31/97
GRANT STREET	100	Franklin Street	Hudson Street	3	898	23.0	36	11/3/97
GREENWOOD COURT	100	Main Street	Park Street	3	1056	24.0	60	11/7/97
GROSS LANE	100	Parsons Street	Cul-de-sac	3	633	29.0	79	10/30/97
GROVE STREET	100	Holyoke Street	Bay Avenue	3	739	20.0	56	11/3/97
GROVELAND STREET	100	Northampton Street	Cul-de-sac	3	898	23.0	89	10/29/97
GULA DRIVE	100	Phelps Street	Droy Circle	3	1267	28.0	85	10/21/97
HAMPTON TERRACE	100	Pleasant Street	Terrace View	3	475	25.0	74	10/31/97
HANNUM BROOK DRIVE	100	Lawler Drive	Carillon Circle	3	3168	29.0	84	10/24/97
HARRISON AVENUE	100	Emerald Place	Emerald Place	3	686	21.0	78	10/30/97
HARVEY STREET	100	East Street	Vadnais Street	3	845	27.0	64	11/4/97
HENDRICK STREET	100	Wonderlich Street	Plain Street	2	5069	21.0	52	7/15/96

Street Name	Section	From	To	Class	Length (ft)	Width (ft)	PCI	Survey Date
HENDRICK STREET	200	Plain Street	Mountain Road	2	4277	21.0	78	7/15/96
HICKS CIRCLE	100	Peloquin Drive	Cul-de-sac	3	220	28.0	94	10/21/97
HIGH SCHOOL ROAD	100	Williston Avenue	Easthampton H.S. (.05 mile)	3	211	22.0	86	11/10/97
HIGH STREET	100	Union Street	Prospect Street	3	1109	24.0	81	10/31/97
HIGHLAND AVENUE	100	Northampton Street	Scout Road	3	2059	22.0	61	10/29/97
HILL AVENUE	100	Pleasant Street	Dead end	3	422	23.0	100	10/31/97
HISGEN AVENUE	100	Ward Street	Garfield Avenue	3	370	24.0	62	11/10/97
HISGEN AVENUE	200	Garfield Avenue	Nonotuck Park Road	3	1800	22.0	60	11/10/97
HOLLISTER DRIVE	100	Oliver Street	Carillon Circle	3	370	29.0	94	10/29/97
HOLYOKE STREET	100	Clark Street	East Street	1	5438	29.0	100	7/17/97
HOWARD AVENUE	100	Oliver Street	Searls Street	3	1003	29.0	76	10/24/97
HUDSON STREET	100	Everett Street	Irving Street	3	581	20.0	72	11/3/97
INDUSTRIAL PARKWAY	100	Oncil Street	Cul-de-sac	3	1531	34.0	84	10/29/97
IRVING STREET	100	Everett Street	Hudson Street	3	422	24.0	60	11/3/97
JESSIE LANE	100	Main Street	Cul-de-sac	3	370	28.0	67	11/7/97
JOHN STREET	100	South Street	William Street	3	422	25.0	89	11/4/97
JOHN STREET	200	William Street	Dead end	3	845	29.0	95	11/4/97
JOHNSON AVENUE	100	Everett Street	Davis Street	3	370	21.0	54	11/3/97
JONES CIRCLE	100	Campbell Drive	Cul-de-sac	3	686	28.0	90	10/21/97
KANIA STREET	100	Picard Circle	Picard Circle	3	1372	29.0	95	10/22/97
KAREN CIRCLE	100	Riley Street	John Street	3	634	29.0	68	11/4/97
KEDDY STREET	100	Holyoke Street	Vadnais Street	3	845	28.0	61	11/4/97
KENNETH ROAD	100	Phelps Street	Phelps Street	3	2006	28.0	85	10/21/97
KIMBERLY LANE	100	Droy Circle	Cul-de-sac	3	950	24.0	90	10/22/97
KNIGHT AVENUE	100	Main Street	Glendale Street	3	1003	23.0	65	11/7/97
KNIPFER AVENUE	100	Gaston Street	Franklin Street	3	1267	28.0	68	11/3/97
KNIPFER AVENUE	200	Franklin Street	Dead end	3	686	23.0	65	11/3/97
LAKE STREET	100	Williston Avenue	Winter Street	3	422	22.0	94	11/10/97
LANG AVENUE	100	Holyoke Street	Dead end	3	422	20.0	62	11/4/97
LAPLANTE CIRCLE	100	Town House Drive	Town House Drive	3	586	28.0	60	11/10/97
LAURA DRIVE	100	Clark Street	Mt. Tom Drive	3	370	23.0	69	11/4/97
LAWLER DRIVE	100	Deerfield Drive	Cul-de-sac	3	1900	29.0	83	10/24/97
LAWNDALE STREET	100	Northampton Street	Wendel Avenue	3	528	23.0	89	10/29/97
LAWSON DRIVE	100	Rabideau Drive	.12 mile	3	633	28.0	95	10/21/97

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LAWSON DRIVE	200	.12 mile	Peloquin Drive	3	475	28.0	94	10/21/97
LEWANDOWSKI AVENUE	100	Everett Street	Dead end	3	211	22.0	77	10/30/97
LEXINGTON DRIVE	100	Carillon Circle	Cul-de-sac	3	739	29.0	91	10/24/97
LIBERTY STREET	100	Adams Street	Union Street	2	1373	23.0	79	7/17/96
LINCOLN STREET	100	Broderick Street	Emerald Place	3	1056	29.0	95	10/30/97
LINE STREET	100	Strong Street	Southampton Town Line	2	4066	28.0	71	7/15/96
LITTLE STREET	100	West Street	Hannum Brook Drive	3	264	30.0	89	10/24/97
LORD STREET	100	Ely Avenue	Dead end	3	422	29.0	65	11/4/97
LOUDVILLE ROAD	100	Glendale Street	0.99 mile	2	5227	23.0	72	7/15/96
LOUDVILLE ROAD	200	0.99 mile	Torrey Street	2	4488	23.0	84	7/15/96
LOUDVILLE ROAD	300	Torrey Street	Northampton City Line	2	6653	23.0	71	7/15/96
LOUISE AVENUE	100	South Street	Sheldon Avenue	3	686	29.0	77	11/7/97
LOVEFIELD STREET	80	Northampton City Line	.1 mile	3	528	22.0	77	10/29/97
LOVEFIELD STREET	90	.1 mile	Oneil Street	3	3010	22.0	59	10/29/97
LOVEFIELD STREET	100	Oncal Street	Pleasant Street	2	2006	28.0	84	7/17/96
LOVELL STREET	100	Everett Street	Davis Street	3	422	23.0	53	11/3/97
LOWNDS AVENUE	100	Nonotuck Park Road	Williston Avenue	3	475	29.0	76	11/10/97
LUSSIER CIRCLE	100	Allen Street	Echo Lane	3	370	40.0	89	11/4/97
LUSSIER CIRCLE	200	Echo Lane	Tower Lane	3	264	40.0	69	11/4/97
LUX AVENUE	100	Clark Street	Cherry Street	3	634	21.0	95	11/03/97
LYMAN AVENUE	100	Main Street	Main Street	3	1056	23.0	77	10/29/97
LYMAN STREET	100	Northampton Street	Florence Road	3	2640	29.0	67	10/29/97
MAIN STREET	10	Main Street	Northampton Street	2	211	30.0	80	7/15/96
MAIN STREET	100	Northampton Street	Union Street	1	739	60.0	65	7/15/96
MAIN STREET	200	Union Street	Park Street	2	634	45.0	69	7/15/96
MAIN STREET	300	Park Street	Glendale Street	2	2376	40.0	72	7/15/96
MAIN STREET	400	Glendale Street	South Street	2	2218	40.0	72	7/15/96
MAINE AVENUE	100	Parsons Street	Lincoln Street	3	528	23.0	95	10/30/97
MAPLE STREET	100	Cottage Street	Admiral Street	3	2750	21.0	86	11/3/97
MAPLE STREET	200	Admiral Street	Charles Street	3	422	20.0	89	11/3/97
MATTHEW DRIVE	100	Plain Street	Golden Drive	3	1478	29.0	84	10/22/97
MAYHER STREET	100	Holyoke Street	Dead end	3	1003	23.0	38	11/3/97
MCKINLEY AVENUE	100	Newell Street	Sheldon Avenue	3	686	24.0	69	11/7/97
MCKINLEY AVENUE	200	Sheldon Avenue	Main Street	3	528	22.0	79	11/7/97

Street Name	Section	From	To	Class	Length (ft)	Width (ft)	PCI	Survey Date
MCLELLAN STREET	100	Maple Street	Oak Street	3	158	13.0	66	11/3/97
MEADOWBROOK DRIVE	100	West Street	Cul-de-sac	3	2112	29.0	79	10/22/97
MECHANIC STREET	100	Liberty Street	Dead end	3	950	24.0	65	11/7/97
MELINDA DRIVE	100	Overlook Drive	Sandra Road	3	950	29.0	90	10/22/97
MILL STREET	100	Northampton Street	Dead end	3	528	21.0	55	10/29/97
MINERAL STREET	100	Loudville Road	.17 miles	3	898	18.0	65	10/29/97
MINERAL STREET	200	.17 miles	Southampton Town Line	3	1320	21.0	68	10/29/97
MONSKA DRIVE	100	Peloquin Drive	Campbell Drive	3	1584	28.0	89	10/21/97
MORIN DRIVE	100	Phelps Street	Jones Circle	3	2006	28.0	95	10/21/97
MOUNT TOM AVENUE	100	Stone Path Lane	Lux Avenue	3	1690	22.0	90	11/4/97
MOUNT TOM AVENUE	200	Lux Avenue	Dead end	3	370	19.0	95	11/4/97
MOUNTAIN ROAD	100	East Street	0.18 mile	1	950	28.0	100	7/17/96
MOUNTAIN ROAD	200	0.18 mile	Holyoke City Line	1	4277	26.0	100	7/17/96
MUTTER STREET	100	Stone Path Lane	Chestnut Street	3	1478	28.0	79	11/3/97
NORTH HAMPSHIRE STREET	100	Clark Street	Maple Street	3	475	20.0	44	11/3/97
NASHAWANNUCK STREET	100	Holyoke Street	Water Lane	3	739	20.0	90	11/3/97
NEWELL STREET	100	South Street	Glendale Street	3	422	25.0	71	11/7/97
NORTH STREET	100	Northampton City Line	0.3 mile	2	1637	24.0	53	7/17/96
NORTH STREET	200	Northampton City Line	Holyoke City Line	2	475	24.0	87	7/17/96
NORTHAMPTON STREET	100	Northampton City Line	Florence Road	1	4013	24.0	94	7/17/96
NORTHAMPTON STREET	200	Florence Road	Groveland Street	1	1531	24.0	94	7/17/96
NORTHAMPTON STREET	300	Groveland Street	0.29 mile	1	1531	24.0	94	7/17/96
NORTHAMPTON STREET	400	0.29 mile	Pleasant Street	1	686	24.0	61	7/17/96
NORTHAMPTON STREET	500	Pleasant Street	Main Street	3	158	38.0	65	11/10/97
NORTON STREET	100	Main Street	Dead end	3	422	23.0	64	11/7/97
OAK STREET	100	Franklin Street	McLellan Street	3	264	26.0	81	11/3/97
OAKDALE PLACE	100	Parsons Street	Glen Cove Place	3	475	26.0	84	10/31/97
OAKRIDGE CIRCLE	100	Meadowbrook Drive	Cul-de-sac	3	792	29.0	94	10/22/97
OLD SPRINGFIELD ROAD	100	Northampton City Line	Fort Hill Road	3	528	17.0	64	10/30/97
OLIVER STREET	100	West Street	Park Hill Road	3	2640	24.0	99	10/24/97
OLIVER STREET	200	Park Hill Road	Northampton City Line	3	5650	29.0	84	10/24/97
OLYMPIA STREET	100	Clark Street	Maple Street	3	475	20.0	46	11/3/97
ONEIL STREET	100	Northampton Street	Lovefield Street	2	4224	24.0	75	7/17/96
ORCHARD STREET	100	Cottage Street	Pine Street	3	845	21.0	90	11/3/97

Street Name	Section	From	To	Class	Length (ft)	Width (ft)	PCI	Survey Date
OVERLOOK DRIVE	100	Sandra Road	.19 mile	3	1003	28.0	90	10/22/97
OVERLOOK DRIVE	200	.19 mile	Sandra Road	3	528	29.0	70	10/22/97
OVERLOOK DRIVE	300	Sandra Road	Cul-de-sac	3	634	29.0	80	10/22/97
PARADISE DRIVE	100	Clark Street	Laura Avenue	3	369	11.0	79	11/4/97
PARK HILL ROAD	100	Oliver Street	Northampton City Line	3	4277	25.0	54	10/24/97
PARK STREET	100	Main Street	0.24 mile	2	1267	34.0	95	7/15/96
PARK STREET	200	0.24 mile	Ward Avenue	2	1426	34.0	73	7/15/96
PARK STREET	300	Ward Avenue	South Street	2	3485	26.0	99	7/15/96
PARK STREET	400	South Street	Strong Street	2	3221	26.0	99	7/15/96
PARSONS STREET	100	East Street	Everett Street	2	1478	26.0	53	7/17/96
PARSONS STREET	200	Everett Street	Ferry Street	2	1690	28.0	80	7/17/96
PAUL STREET	100	Carol Avenue	Beechwood Avenue	3	634	29.0	77	11/7/97
PAYSON AVENUE	100	Williston Avenue	Railroad Street	2	739	34.0	76	7/17/96
PAYSON AVENUE	200	Railroad Street	Park Street	2	950	34.0	85	7/17/96
PAYSON LANE	100	Main Street	Park Street	3	369	19.0	76	10/22/97
PELOQUIN DRIVE	100	Rabideau Drive	Campbell Drive	3	1795	29.0	90	10/21/97
PEPIN AVENUE	100	Ferry Street	Dead end	3	1161	20.0	78	10/31/97
PHELPS STREET	100	Strong Street	Line Street	3	4329	28.0	71	10/21/97
PICARD CIRCLE	100	Phelps Street	Cul-de-sac	3	2059	29.0	89	10/22/97
PINE HILL MEADOW	100	Loudville Road	Pine Hill Road	3	420	24.0	95	11/11/97
PINE HILL ROAD	100	Torrey Street	Cul-de-sac	3	2700	28.0	100	11/11/97
PINE STREET	100	Cottage Street	Gaugh Street	3	950	22.0	90	11/3/97
PINEBROOK DRIVE	100	Lawler Drive	Hannum Brook Drive	3	1372	29.0	78	10/24/97
PLAIN STREET	100	Line Street	Hendrick Street	2	7075	18.0	74	7/15/96
PLAZA AVENUE	100	Holyoke Avenue	Summit Avenue	3	1003	28.0	81	11/4/97
PLEASANT GREEN EAST	100	Pleasant Street	Terrace View	3	423	25.0	74	10/31/97
PLEASANT GREEN WEST	100	Pleasant Street	Terrace View	3	370	1.0	66	11/11/97
PLEASANT STREET	100	Main Street	Pleasant Green West	2	2904	32.0	76	1/9/97
PLEASANT STREET	200	Pleasant Green West	Hampton Terrace	2	422	40.0	100	1/9/97
PLEASANT STREET	300	Hampton Terrace	Berkeley Street	2	317	43.0	100	1/9/97
PLEASANT STREET	400	Berkeley Street	Lovefield Street	2	475	37.0	100	1/9/97
PLUM BROOK DRIVE	100	East Maple Street	Cul-de-sac	3	528	25.0	94	10/30/97
PLYMOUTH AVENUE	100	Dead end	Dead end	3	528	23.0	100	10/29/97
POMEROY MEADOW ROAD	100	Loudville Road	Southampton Town Line	2	1056	19.0	53	7/17/96

Street Name	Section	From	To	Class	Length (ft)	Width (ft)	PCI	Survey Date
POMEROY STREET	100	Southampton Town Line	Strong Street	2	4805	23.0	84	7/15/96
POMEROY STREET	200	Strong Street	Burt Street	3	844	12.0	30	10/21/97
PRINCETON AVENUE	100	Parsons Street	Pepin Avenue	3	792	23.0	73	10/31/97
PROSPECT STREET	100	Prospect Street	High Street	3	633	30.0	88	10/31/97
PUTNAM COURT	100	Pleasant Street	Searly Avenue	3	475	36.6	51	10/31/97
RABIDEAU DRIVE	100	Southampton Town Line	Lawson Drive	3	370	28.0	95	10/21/97
RABIDEAU DRIVE	200	Lawson Drive	Dead end	3	1480	28.0	76	10/21/97
RAILROAD STREET	100	Union Street	Payson Street	3	528	33.0	75	11/7/97
RANCH AVENUE	100	South Street	Dead end	3	581	30.0	73	11/7/97
RESERVATION ROAD	100	East Street	Closed Gate .34 miles	3	1815	18.0	65	11/4/97
RICHARDSON CIRCLE	100	Holyoke Street	Cul-de-sac	3	581	30.0	52	11/4/97
RIDGEWOOD TERRACE	100	Pleasant Street	Ridgewood Terrace	3	634	19.0	84	11/11/97
RILEY STREET	100	Lord Street	John Street	3	528	30.0	100	11/4/97
ROBIN ROAD	100	Meadowbrook Drive	Meadowbrook Drive	3	1003	29.0	82	10/22/97
RUSSELL LANE	100	Loudville Road	Torrey Street	3	1003	29.0	95	10/29/97
SOUTH HAMPSHIRE STREET	100	Mount Tom Avenue	Clark Street	3	370	21.0	62	11/3/97
SANDRA ROAD	100	Overlook Drive	Melinda Drive	3	1320	29.0	70	10/22/97
SANDRA ROAD	200	Melinda Drive	Cul-de-sac	3	528	29.0	70	10/22/97
SCHOOL STREET	100	Center Street	Clark Avenue	3	211	28.0	100	11/7/97
SCHOOL STREET	200	Clark Street	Union Street	3	264	24.0	100	11/7/97
SCHUMIKOWSKI STREET	100	Picard Circle	Strong Street	3	422	29.0	77	10/22/97
SEARLE AVENUE	100	Pleasant Street	Dead end	3	370	23.0	73	10/31/97
SEARLS STREET	100	West Street	Evans Avenue	3	528	29.0	76	10/24/97
SHEFFIELD DRIVE	100	Matthew Drive	Sandra Road	3	1056	29.5	95	10/22/97
SHELDON AVENUE	100	Paul Street	South Street	3	475	29.0	87	11/7/97
SHELDON AVENUE	200	South Street	McKinley Avenue	3	634	29.0	74	11/7/97
SHERMAN AVENUE	100	Princeton Avenue	Dead end	3	264	20.0	56	10/31/97
SILVER LANE	100	Sterling Drive	Matthew Drive	3	792	29.0	95	10/22/97
SOUTH MAIN STREET	100	South Street	Southampton Town Line	2	3960	24.0	61	7/15/96
SOUTH STREET	100	Park Street	0.40 mile	2	2112	21.0	100	7/17/96
SOUTH STREET	200	0.4 mile	Main Street	2	1267	28.0	79	7/17/96
SOUTH STREET	300	Main Street	Beechwood Avenue	2	1109	24.0	61	7/17/96
SOUTH STREET	400	Beechwood Avenue	Ranch Avenue	2	264	24.0	63	7/17/96
SOUTH STREET	500	Ranch Avenue	0.05 mile	2	264	18.0	90	7/17/96

Street Name	Section	From	To	Class	Length (ft)	Width (ft)	PCI	Survey Date
SOUTH STREET	600	0.05 mile	Loudville Road	2	528	18.0	95	7/17/96
SPRING STREET	100	Holyoke Street	Eliot Street	3	475	26.0	88	11/3/97
SPRING STREET	200	Eliot Street	Chestnut Street	3	845	25.0	79	11/2/97
ST. JAMES AVENUE	100	Main Street	Dead end	3	475	23.0	61	11/7/97
STANLEY STREET	100	Lovefield Street	Clapp Street	3	1109	28.0	88	10/29/97
STERLING DRIVE	100	Strong Street	Matthew Drive	3	2112	29.0	89	10/22/97
STONE PATH LANE	100	Spring Street	Cherry Street	3	580	25.0	79	11/3/97
STONE PATH LANE	200	Cherry Street	Holyoke Street	3	739	21.0	79	11/3/97
STRONG STREET	90	Line Street	Wonderlich Street	3	6758	22.0	90	10/21/97
STRONG STREET	100	Pomeroy Street	Wonderlich Street	2	1056	21.0	88	7/15/96
STRONG STREET	200	Pomeroy Street	Southampton Town Line	3	475	12.0	62	10/21/97
SUMMER STREET	100	Pleasant Street	High Street	3	634	22.0	63	10/31/97
SUMMIT AVENUE	100	Holyoke Street	Cul-de-sac	3	845	23.0	57	11/4/97
SUNSET AVENUE	100	Ely Avenue	Dead end	3	581	30.0	89	11/4/97
SUSAN DRIVE	100	Kenneth Road	Kenneth Road	3	475	28.0	90	10/21/97
SUTTON PLACE	100	Parsons Street	Dead end	3	475	28.0	82	10/30/97
TAFT AVENUE	100	Park Street	Dead end	3	1795	38.0	94	11/10/97
TERRACE VIEW	100	Pleasant Street	Pleasant Greene West	3	1400	25.0	61	10/31/97
TORREY STREET	100	Northampton City Line	Loudville Road	2	1531	20.0	56	7/15/96
TORREY STREET	200	Loudville Road	Southampton Town Line	2	2482	20.0	57	7/15/96
TOWER LANE	100	Allen Street	Lussier Circle	3	475	20.0	62	11/4/97
TOWN HOUSE DRIVE	100	Laplante Circle	Dead end	3	489	27.0	63	11/10/97
TRUEHART DRIVE	100	South Main Street	Dead end	3	898	28.0	64	11/10/97
UNDERWOOD AVENUE	100	East Street	Dead end	3	780	18.0	52	10/30/97
UNION COURT	100	Union Street	Dead end	3	211	14.0	100	11/7/97
UNION STREET	100	Payson Avenue	Main Street	1	1954	36.0	84	7/17/96
VADNAIS STREET	100	Holyoke Street	East Street	3	1267	26.0	66	11/4/97
VALLEY LANE	100	East Street	Sutton Place	3	264	29.0	84	10/30/97
WEST GREEN STREET	100	Holyoke Street	Water Lane	3	792	26.0	90	11/3/97
WARD AVENUE	100	Park Street	Culdaiff Street	3	1162	26.0	95	11/10/97
WARD AVENUE	200	Culdaiff Street	Williston Avenue	3	950	28.0	46	11/10/97
WARREN AVENUE	100	Mayher Street	Dead end	3	211	16.0	89	11/3/97
WATER LANE	100	Gaugh Street	Nashawannuck Street	3	1531	20.0	90	11/3/97
WATER STREET	100	Holyoke Street	Water Lane	3	792	21.0	95	11/3/97

Street Name	Section	From	To	Class	Length (ft)	Width (ft)	PCI	Survey Date
WELEMCO WAY	100	South Main Street	Dead end	3	792	24.0	56	11/10/97
WELLINGTON CIRCLE	100	Sheffield Drive	Cul-de-sac	3	264	29.0	95	10/22/97
WENDEL AVENUE	100	Lawndale Street	Dead end	3	528	23.0	95	10/29/97
WEST LAKE STREET	100	Winter Street	Dead end	3	581	21.0	66	11/10/97
WEST PARK DRIVE	100	Park Street	Westview Terrace	3	686	30.0	94	11/4/97
WEST STREET	100	Northampton Street	0.05 mile	2	264	22.0	76	7/15/96
WEST STREET	200	0.05 mile	0.12 mile	2	634	22.0	68	7/15/96
WEST STREET	300	0.12 mile	0.15 mile	2	792	22.0	77	7/15/96
WEST STREET	400	0.15 mile	Oliver Street	2	2798	22.0	68	7/15/96
WEST STREET	500	Oliver Street	Loudville Road	2	1954	22.0	60	7/15/96
WESTVIEW TERRACE	100	South Street	Cul-de-sac	3	3432	30.0	94	11/4/97
WILDER AVENUE	100	East Street	North Street	3	633	18.0	84	10/30/97
WILLIAM STREET	100	Ely Avenue	John Street	3	581	29.0	94	11/4/97
WILLISTON AVENUE	100	Cottage Street	Lownds Avenue	3	2640	33.0	93	11/7/97
WILTON ROAD	100	Main Street	Dead end	3	528	21.0	62	11/7/97
WINDSOR CIRCLE	100	Matthew Drive	Cul-de-sac	3	370	29.0	90	10/22/97
WINTER STREET	100	Ward Avenue	Lake Street	3	634	21.0	61	11/10/97
WONDERLICH STREET	100	Burt Street	Strong Street	2	370	22.0	89	7/15/96
WRIGHT STREET	100	Main Street	Glendale Street	3	739	24.0	69	11/7/97
ZABEK DRIVE	100	Phelps Street	Gula Drive	3	1162	28.0	85	10/21/97

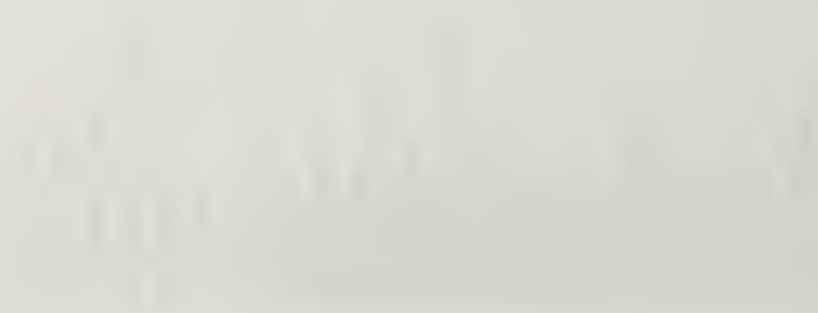
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ORIGINAL PAPERS

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EASTHAMPTON
Asphalt Module Summary Listing
Street Name between 087 and 087
Sorted By: PCI - Ascending
03/18/98

Street Name	Sect. ID	Length (ft)	Curb Reveal	PCI	Repair	Current Cost	Benefit Value	Survey Date
087 COMBS ROAD	100	528	0.0	27	1	13200	73	10/30/97
087 POMEROY STREET	200	844	0.0	30	1	16880	82	10/21/97
087 GRANT STREET	100	898	0.0	36	1	34423	36	11/03/97
087 GEORGE STREET	100	211	0.0	37	1	7033	40	11/03/97
087 MAYHER STREET	100	1003	0.0	38	1	38448	34	11/03/97
087 N.HAMPSHIRE STRE	100	475	4.0	44	1	15833	34	11/03/97
087 FRIEL DRIVE	100	370	6.0	46	1	17267	23	11/11/97
087 OLYMPIA STREET	100	475	0.0	46	1	15833	32	11/03/97
087 WARD AVENUE	200	950	6.0	46	1	44333	23	11/10/97
087 BALLARD STREET	100	1637	0.0	47	1	65480	26	10/29/97
087 CLAPP STREET	100	3168	0.0	50	1	100320	31	10/29/97
087 CLARK LANE	100	2428	0.0	51	1	97120	24	10/24/97
087 PUTNAM COURT	100	475	6.0	51	2	11590	28	10/31/97
087 FLORENCE ROAD	100	4118	3.0	52	1	205900	76	07/15/96
087 HENDRICK STREET	100	5069	0.0	52	1	177415	108	07/15/96
087 RICHARDSON CIRCL	100	581	0.0	52	2	11620	33	11/04/97
087 UNDERWOOD AVENUE	100	780	0.0	52	1	23400	32	10/30/97
087 LOVELL STREET	100	422	6.0	53	2	6471	43	11/03/97
087 NORTH STREET	100	1637	2.0	53	1	65480	93	07/17/96
087 PARSONS STREET	100	1478	0.0	53	1	64047	86	07/17/96
087 POMEROY MEADOW R	100	1056	0.0	53	1	33440	117	07/17/96
087 CHESTNUT STREET	100	845	0.0	54	2	15210	36	11/03/97
087 CHRIS CLARK ROAD	200	1320	0.0	54	1	39600	30	11/04/97
087 JOHNSON AVENUE	100	370	0.0	54	1	12950	26	11/03/97
087 PARK HILL ROAD	100	4277	0.0	54	1	178208	22	10/24/97
087 MILL STREET	100	528	0.0	55	2	7392	45	10/29/97
087 FORT HILL ROAD	100	1373	0.0	56	1	52632	23	10/30/97
087 GROVE STREET	100	739	0.0	56	1	24633	26	11/03/97
087 SHERMAN AVENUE	100	264	0.0	56	1	8800	26	10/31/97
087 TORREY STREET	100	1531	0.0	56	1	51033	106	07/15/96
087 WELEMCO WAY	100	792	0.0	56	1	31680	22	11/10/97
087 SUMMIT AVENUE	100	845	0.0	57	1	32392	23	11/04/97
087 TORREY STREET	200	2482	0.0	57	1	82733	104	07/15/96
087 LOVEFIELD STREET	90	3010	0.0	59	2	44147	40	10/29/97
087 CLARK STREET	100	2904	3.0	60	2	42592	158	07/17/96
087 CULDAFF STREET	100	422	0.0	60	3	4689	16	11/10/97
087 FRANKLIN STREET	100	1742	6.0	60	3	17033	19	11/03/97
087 GREENWOOD COURT	100	1056	0.0	60	3	11264	17	11/07/97
087 HISGEN AVENUE	200	1800	0.0	60	3	17600	19	11/10/97
087 IRVING STREET	100	422	0.0	60	3	4501	17	11/03/97
087 LAPLANTE CIRCLE	100	586	6.0	60	3	7292	15	11/10/97
087 WEST STREET	500	1954	0.0	60	2	28659	158	07/15/96
087 BROOKS STREET	100	580	0.0	61	3	5929	18	10/22/97
087 HIGHLAND AVENUE	100	2059	0.0	61	3	20132	18	10/29/97
087 KEDDY STREET	100	845	0.0	61	3	10516	14	11/04/97
087 NORTHAMPTON STRE	400	686	3.0	61	2	10976	711	07/17/96

Street Name	Sect. ID	Length (ft)	Curb Reveal	PCI	Repair	Current Cost	Benefit Value	Survey Date
087 SOUTH MAIN STREE	100	3960	0.0	61	2	63360	142	07/15/96
087 SOUTH STREET	300	1109	3.0	61	2	17744	142	07/17/96
087 ST.JAMES AVENUE	100	475	0.0	61	3	4856	18	11/07/97
087 TERRACE VIEW	100	1400	8.0	61	3	15556	16	10/31/97
087 WINTER STREET	100	634	6.0	61	3	5917	19	11/10/97
087 ARLINGTON STREET	100	475	8.0	62	3	5278	16	10/31/97
087 EVERETT STREET	100	1320	2.0	62	2	21120	140	07/17/96
087 HISGEN AVENUE	100	370	6.0	62	3	3947	17	11/10/97
087 LANG AVENUE	100	422	0.0	62	3	3751	20	11/04/97
087 S.HAMPSHIRE STRE	100	370	0.0	62	3	3453	19	11/03/97
087 STRONG STREET	200	475	0.0	62	3	2533	33	10/21/97
087 TOWER LANE	100	475	6.0	62	3	4222	20	11/04/97
087 WILTON ROAD	100	528	8.0	62	3	4928	19	11/07/97
087 CRESCENT STREET	100	634	0.0	63	3	8172	13	11/04/97
087 EAST GREEN STREE	100	2006	0.0	63	3	23180	15	11/03/97
087 EAST STREET	500	9979	0.0	63	2	172969	127	07/15/96
087 FLEURY COURT	100	475	0.0	63	3	5700	14	11/07/97
087 SOUTH STREET	400	264	0.0	63	2	4224	138	07/17/96
087 SUMMER STREET	100	634	6.0	63	3	6199	18	10/31/97
087 TOWN HOUSE DRIVE	100	489	6.0	63	3	5868	14	11/10/97
087 ALLEN STREET	100	543	6.0	64	3	6999	13	11/04/97
087 BERKELY STREET	100	422	8.0	64	3	4689	15	10/31/97
087 CLARK STREET	200	898	4.0	64	2	13171	148	07/17/96
087 ECHO LANE	100	544	6.0	64	3	7495	12	11/04/97
087 HARVEY STREET	100	845	0.0	64	3	10140	14	11/04/97
087 NORTON STREET	100	422	6.0	64	3	4314	17	11/07/97
087 OLD SPRINGFIELD	100	528	0.0	64	3	3989	23	10/30/97
087 TRUEHART DRIVE	100	898	0.0	64	3	11175	14	11/10/97
087 CHAPIN STREET	100	1003	0.0	65	3	10253	16	10/30/97
087 CHURCH STREET	100	633	0.0	65	3	6471	16	11/03/97
087 FIRST AVENUE	100	686	0.0	65	3	5488	21	10/30/97
087 KNIGHT AVENUE	100	1003	0.0	65	3	10253	16	11/07/97
087 KNIPFER AVENUE	200	686	0.0	65	3	7012	16	11/03/97
087 LORD STREET	100	422	0.0	65	3	5439	13	11/04/97
087 MAIN STREET	100	739	3.0	65	2	29560	267	07/15/96
087 MECHANIC STREET	100	950	0.0	65	3	10133	16	11/07/97
087 MINERAL STREET	100	898	6.0	65	3	7184	21	10/29/97
087 NORTHAMPTON STRE	500	158	4.0	65	3	2668	10	11/10/97
087 RESERVATION ROAD	100	1815	0.0	65	3	14520	21	11/04/97
087 MCLELLAN STREET	100	158	0.0	66	3	913	29	11/03/97
087 PLEASANT GREEN W	100	370	6.0	66	3	164	373	11/11/97
087 VADNAIS STREET	100	1267	0.0	66	3	14641	14	11/04/97
087 WEST LAKE STREET	100	581	0.0	66	3	5423	18	11/10/97
087 BURT STREET	100	1056	0.0	67	3	8917	19	10/21/97
087 CENTER STREET	100	1214	8.0	67	3	14568	14	11/07/97
087 JESSIE LANE	100	370	0.0	67	3	4604	13	11/07/97
087 LYMAN STREET	100	2640	0.0	67	3	34027	13	10/29/97
087 KAREN CIRCLE	100	634	0.0	68	3	8172	12	11/04/97
087 KNIPFER AVENUE	100	1267	6.0	68	3	15767	13	11/03/97
087 MINERAL STREET	200	1320	0.0	68	3	12320	17	10/29/97
087 WEST STREET	200	634	0.0	68	2	9299	139	07/15/96
087 WEST STREET	400	2798	4.0	68	2	41037	139	07/15/96
087 DIVISION STREET	200	1056	0.0	69	3	7040	24	10/21/97

Street Name	Sect. ID	Length (ft)	Curb Reveal	PCI	Repair	Current Cost	Benefit Value	Survey Date
087 LAURA DRIVE	100	370	0.0	69	3	3782	16	11/04/97
087 LUSSIER CIRCLE	200	264	6.0	69	3	4693	9	11/04/97
087 MAIN STREET	200	634	4.0	69	2	19020	67	07/15/96
087 MCKINLEY AVENUE	100	686	0.0	69	3	7317	15	11/07/97
087 WRIGHT STREET	100	739	6.0	69	3	7883	15	11/07/97
087 BROOKS STREET	200	2376	0.0	70	3	24288	15	10/22/97
087 CHRIS CLARK ROAD	100	10613	0.0	70	3	84904	20	11/04/97
087 DEWEY STREET	100	422	0.0	70	3	3751	18	11/10/97
087 OVERLOOK DRIVE	200	528	8.0	70	3	6805	12	10/22/97
087 SANDRA ROAD	100	1320	8.0	70	3	17013	12	10/22/97
087 SANDRA ROAD	200	528	6.0	70	3	6805	12	10/22/97
087 EVERETT STREET	300	1690	3.0	71	2	27040	122	07/17/96
087 LINE STREET	100	4066	3.0	71	2	75899	105	07/15/96
087 LOUDVILLE ROAD	300	6653	0.0	71	2	102013	127	07/15/96
087 NEWELL STREET	100	422	0.0	71	3	4689	14	11/07/97
087 PHELPS STREET	100	4329	0.0	71	3	53872	12	10/21/97
087 HUDSON STREET	100	581	0.0	72	4	1614	36	11/03/97
087 LOUDVILLE ROAD	100	5227	0.0	72	3	53432	60	07/15/96
087 MAIN STREET	300	2376	3.0	72	3	42240	34	07/15/96
087 MAIN STREET	400	2218	4.0	72	3	39431	34	07/15/96
087 ARTHUR STREET -	100	686	0.0	73	4	2763	25	10/30/97
087 DRURY LANE	100	1954	0.0	73	4	6242	31	10/29/97
087 PARK STREET	200	1426	3.0	73	3	21548	40	07/15/96
087 PRINCETON AVENUE	100	792	0.0	73	4	2530	31	10/31/97
087 RANCH AVENUE	100	581	0.0	73	4	2421	24	11/07/97
087 SEARLE AVENUE	100	370	6.0	73	4	1182	31	10/31/97
087 BREWSTER AVENUE	100	739	2.0	74	4	1950	37	10/22/97
087 DAVIS STREET	100	1426	6.0	74	4	5744	24	11/03/97
087 DRAGON CIRCLE	100	1373	0.0	74	4	4386	31	10/29/97
087 HAMPTON TERRACE	100	475	8.0	74	4	1649	28	10/31/97
087 PLAIN STREET	100	7075	0.0	74	3	56600	74	07/15/96
087 PLEASANT GREEN E	100	423	8.0	74	4	1469	28	10/31/97
087 SHELDON AVENUE	200	634	6.0	74	4	2554	24	11/07/97
087 BRIGGS STREET	100	1742	6.0	75	4	6533	26	11/03/97
087 BRYAN AVENUE	100	1900	8.0	75	4	7917	23	11/10/97
087 EAST STREET	300	3010	3.0	75	3	34782	51	07/15/96
087 ONEIL STREET	100	4224	0.0	75	3	45056	55	07/17/96
087 RAILROAD STREET	100	528	6.0	75	4	2420	21	11/07/97
087 BOYLSTON STREET	100	422	0.0	76	4	1231	33	10/31/97
087 DEERFIELD DRIVE	100	1373	6.0	76	4	5530	24	10/24/97
087 EAST CHESTNUT ST	100	475	0.0	76	4	1715	27	10/30/97
087 FEDERAL STREET	100	686	4.0	76	4	1906	35	10/31/97
087 FRANKLIN STREET	200	370	6.0	76	4	1388	26	11/03/97
087 HOWARD AVENUE	100	1003	0.0	76	4	4040	24	10/24/97
087 LOWNDS AVENUE	100	475	8.0	76	4	1913	24	11/10/97
087 PAYSON AVENUE	100	739	2.0	76	3	11167	38	07/17/96
087 PAYSON LANE	100	369	2.0	76	4	974	36	10/22/97
087 PLEASANT STREET	100	2904	3.0	76	3	41301	41	01/09/97
087 RABIDEAU DRIVE	200	1480	6.0	76	4	5756	25	10/21/97
087 SEARLS STREET	100	528	0.0	76	4	2127	24	10/24/97
087 WEST STREET	100	264	0.0	76	3	2581	59	07/15/96
087 DARTMOUTH STREET	100	739	8.0	77	4	2053	34	10/31/97
087 LEWANDOWSKI AVEN	100	211	0.0	77	4	645	31	10/30/97

Street Name	Sect. ID	Length (ft)	Curb Reveal	PCI	Repair	Current Cost	Benefit Value	Survey Date
087 LOUISE AVENUE	100	686	6.0	77	4	2763	24	11/07/97
087 LOVEFIELD STREET	80	528	0.0	77	4	1613	31	10/29/97
087 LYMAN AVENUE	100	1056	6.0	77	4	3373	30	10/29/97
087 PAUL STREET	100	634	0.0	77	4	2554	24	11/07/97
087 SCHUMIKOWSKI STR	100	422	8.0	77	4	1700	24	10/22/97
087 WEST STREET	300	792	3.0	77	3	7744	58	07/15/96
087 CARILLON CIRCLE	100	4118	6.0	78	4	16586	23	10/24/97
087 DONAIS STREET	100	264	0.0	78	4	1063	23	11/04/97
087 EXETER STREET	100	739	8.0	78	4	2361	29	10/31/97
087 HARRISON AVENUE	100	686	6.0	78	4	2001	32	10/30/97
087 HENDRICK STREET	200	4277	0.0	78	3	39919	60	07/15/96
087 PEPIN AVENUE	100	1161	0.0	78	4	3225	34	10/31/97
087 PINEBROOK DRIVE	100	1372	0.0	78	4	5526	23	10/24/97
087 BAY AVENUE	100	652	0.0	79	4	1811	33	11/04/97
087 BEYER DRIVE	100	1531	0.0	79	4	5954	24	10/21/97
087 GLEN COVE PLACE	100	528	8.0	79	4	1467	33	10/31/97
087 GROSS LANE	100	633	6.0	79	4	2550	23	10/30/97
087 LIBERTY STREET	100	1373	2.0	79	3	14035	54	07/17/96
087 MCKINLEY AVENUE	200	528	0.0	79	4	1613	30	11/07/97
087 MEADOWBROOK DR	100	2112	8.0	79	4	8507	23	10/22/97
087 MUTTER STREET	100	1478	0.0	79	4	5748	24	11/03/97
087 PARADISE DRIVE	100	369	8.0	79	4	564	60	11/04/97
087 SOUTH STREET	200	1267	4.0	79	3	15767	45	07/17/96
087 SPRING STREET	200	845	0.0	79	4	2934	27	11/02/97
087 STONE PATH LANE	100	580	0.0	79	4	2014	27	11/03/97
087 STONE PATH LANE	200	739	0.0	79	4	2155	32	11/03/97
087 ADAMS STREET	100	1742	2.0	80	3	26324	36	07/17/96
087 BEECHWOOD AVENUE	100	739	0.0	80	4	2977	23	11/07/97
087 CAMPBELL DRIVE	200	1584	4.0	80	4	6160	23	10/21/97
087 MAIN STREET	10	211	2.0	80	3	2813	41	07/15/96
087 OVERLOOK DRIVE	300	634	6.0	80	4	2554	23	10/22/97
087 PARSONS STREET	200	1690	2.0	80	3	21031	44	07/17/96
087 FORT HILL ROAD	300	1108	0.0	81	4	3386	29	10/30/97
087 HIGH STREET	100	1109	6.0	81	4	3697	27	10/31/97
087 OAK STREET	100	264	0.0	81	4	953	25	11/03/97
087 PLAZA AVENUE	100	1003	0.0	81	4	3901	23	11/04/97
087 ROBIN ROAD	100	1003	8.0	82	4	4040	22	10/22/97
087 SUTTON PLACE	100	475	0.0	82	4	1847	23	10/30/97
087 BROAD STREET	100	1108	0.0	83	4	3539	28	10/30/97
087 CEDARWOOD AVENUE	100	422	0.0	83	4	1700	22	11/07/97
087 COLEMAN ROAD	100	105	0.0	83	4	365	25	11/10/97
087 EMERALD PLACE	100	1848	4.0	83	4	5133	32	10/30/97
087 GLENDALE STREET	200	317	4.0	83	3	3522	47	07/15/96
087 LAWLER DRIVE	100	1900	6.0	83	4	7653	22	10/24/97
087 CAMPUS LANE	100	528	6.0	84	4	1980	23	11/07/97
087 CHARLES STREET	100	475	4.0	84	4	1517	27	10/03/97
087 CROWN DRIVE	100	264	6.0	84	4	1063	22	10/29/97
087 EVERETT STREET	200	739	3.0	84	3	7883	49	07/17/96
087 FUGERE COURT	100	264	0.0	84	4	587	39	10/31/97
087 GOSSELIN DRIVE	100	528	0.0	84	4	1613	28	10/31/97
087 HANNUM BROOK DR	100	3168	6.0	84	4	12760	22	10/24/97
087 INDUSTRIAL PRKWY	100	1531	4.0	84	4	7230	18	10/29/97
087 LOUDVILLE ROAD	200	4488	0.0	84	3	45877	51	07/15/96

Street Name	Sect. ID	Length (ft)	Curb Reveal	PCI	Repair	Current Cost	Benefit Value	Survey Date
087 LOVEFIELD STREET	100	2006	0.0	84	3	24964	42	07/17/96
087 MATTHEW DRIVE	100	1478	4.0	84	4	5953	22	10/22/97
087 OAKDALE PLACE	100	475	8.0	84	4	1715	24	10/31/97
087 OLIVER STREET	200	5650	0.0	84	4	22757	22	10/24/97
087 POMEROY STREET	100	4805	0.0	84	3	49118	51	07/15/96
087 RIDGEWOOD TERRAC	100	634	8.0	84	4	1673	33	11/11/97
087 UNION STREET	100	1954	4.0	84	3	31264	163	07/17/96
087 VALLEY LANE	100	264	4.0	84	4	1063	22	10/30/97
087 WILDER AVENUE	100	633	2.0	84	4	1583	35	10/30/97
087 ADMIRAL STREET	100	1161	0.0	85	4	3386	29	11/03/97
087 CAMPBELL DRIVE	300	1320	4.0	85	4	5133	22	10/21/97
087 DUPRE DRIVE	100	528	0.0	85	4	2053	22	10/21/97
087 EAST MAPLE STREE	100	528	0.0	85	4	2053	22	10/30/97
087 GLENDALE STREET	100	2112	3.0	85	4	8507	85	07/15/96
087 GULA DRIVE	100	1267	6.0	85	4	4927	22	10/21/97
087 KENNETH ROAD	100	2006	6.0	85	4	7801	22	10/21/97
087 PAYSON AVENUE	200	950	3.0	85	4	4486	73	07/17/96
087 ZABEK DRIVE	100	1162	6.0	85	4	4519	22	10/21/97
087 CLARK AVENUE	100	528	6.0	86	4	1393	32	11/07/97
087 CLIFFORD STREET	100	317	8.0	86	4	1233	22	11/03/97
087 EAST STREET	100	2798	3.0	86	4	10104	94	07/15/96
087 GARFIELD AVENUE	100	2270	6.0	86	4	9143	21	11/10/97
087 GERYK COURT	100	264	6.0	86	4	843	27	11/10/97
087 HIGH SCHOOL ROAD	100	211	8.0	86	4	645	28	11/10/97
087 MAPLE STREET	100	2750	8.0	86	4	8021	29	11/03/97
087 EAST STREET	200	1426	4.0	87	4	5149	93	07/15/96
087 EVANS AVENUE	90	264	0.0	87	4	1063	21	10/24/97
087 NORTH STREET	200	475	4.0	87	4	1583	101	07/17/96
087 SHELDON AVENUE	100	475	0.0	87	4	1913	21	11/07/97
087 APPLEWOOD CIRCLE	100	422	6.0	88	4	1700	21	10/22/97
087 EAST STREET	400	370	4.0	88	4	1336	92	07/15/96
087 EVANS AVENUE	100	370	0.0	88	4	1490	21	10/24/97
087 EVANS AVENUE	200	580	0.0	88	4	2336	21	10/24/97
087 PROSPECT STREET	100	633	8.0	88	4	2638	20	10/31/97
087 SPRING STREET	100	475	0.0	88	4	1715	23	11/03/97
087 STANLEY STREET	100	1109	6.0	88	4	4313	21	10/29/97
087 STRONG STREET	100	1056	0.0	88	4	3080	114	07/15/96
087 ASHLEY CIRCLE	100	3590	4.0	89	4	14460	20	10/29/97
087 CAROL AVENUE	100	370	0.0	89	4	1439	21	11/07/97
087 CHAPMAN AVENUE	200	739	6.0	89	4	2771	22	11/07/97
087 CLINTON STREET	100	686	6.0	89	4	1810	31	10/30/97
087 GROVELAND STREET	100	898	0.0	89	4	2869	26	10/29/97
087 JOHN STREET	100	422	4.0	89	4	1465	24	11/04/97
087 LAWNDALE STREET	100	528	0.0	89	4	1687	26	10/29/97
087 LITTLE STREET	100	264	0.0	89	4	1100	20	10/24/97
087 LUSSIER CIRCLE	100	370	6.0	89	4	2056	15	11/04/97
087 MAPLE STREET	200	422	6.0	89	4	1172	30	11/03/97
087 MONSKA DRIVE	100	1584	6.0	89	4	6160	21	10/21/97
087 PICARD CIRCLE	100	2059	6.0	89	4	8293	20	10/22/97
087 STERLING DRIVE	100	2112	8.0	89	4	8507	20	10/22/97
087 SUNSET AVENUE	100	581	6.0	89	4	2421	20	11/04/97
087 WARREN AVENUE	100	211	0.0	89	4	469	37	11/03/97
087 WONDERLICH STREE	100	370	0.0	89	4	1131	107	07/15/96

Street Name	Sect. ID	Length (ft)	Curb Reveal	PCI	Repair	Current Cost	Benefit Value	Survey Date
087 CAMPBELL DRIVE	100	686	0.0	90	4	2668	21	10/21/97
087 COED DRIVE	100	1162	6.0	90	4	4519	21	10/22/97
087 COTTAGE STREET	200	581	2.0	90	4	3389	278	07/17/96
087 FAIRFIELD AVENUE	100	845	6.0	90	4	3051	22	11/03/97
087 FORT HILL ROAD	200	1003	6.0	90	4	3622	22	10/30/97
087 GAUGH STREET	100	845	6.0	90	4	3169	22	11/03/97
087 JONES CIRCLE	100	686	6.0	90	4	2668	21	10/21/97
087 KIMBERLY LANE	100	950	4.0	90	4	3167	24	10/22/97
087 MELINDA DRIVE	100	950	6.0	90	4	3826	20	10/22/97
087 MOUNT TOM AVENUE	100	1690	4.0	90	4	5164	27	11/04/97
087 NASHAWANNUCK ST	100	739	6.0	90	4	2053	29	11/03/97
087 ORCHARD STREET	100	845	4.0	90	4	2465	28	11/03/97
087 OVERLOOK DRIVE	100	1003	6.0	90	4	3901	21	10/22/97
087 PELOQUIN DRIVE	100	1795	6.0	90	4	7230	20	10/21/97
087 PINE STREET	100	950	6.0	90	4	2903	27	11/03/97
087 SOUTH STREET	500	264	0.0	90	4	660	130	07/17/96
087 STRONG STREET	90	6758	0.0	90	4	20649	27	10/21/97
087 SUSAN DRIVE	100	475	6.0	90	4	1847	21	10/21/97
087 WATER LANE	100	1531	6.0	90	4	4253	29	11/03/97
087 WEST GREEN STREE	100	792	6.0	90	4	2860	22	11/03/97
087 WINDSOR CIRCLE	100	370	4.0	90	4	1490	20	10/22/97
087 LEXINGTON DRIVE	100	739	8.0	91	4	2977	20	10/24/97
087 CHAPEL STREET	100	475	6.0	92	5	0	0	11/03/97
087 BEECH STREET	100	317	0.0	93	5	0	0	10/30/97
087 CONCORD DRIVE	100	1162	0.0	93	5	0	0	10/24/97
087 WILLISTON AVENUE	100	2640	8.0	93	5	0	0	11/07/97
087 BRIGGS STREET	200	1320	0.0	94	5	0	0	10/03/97
087 CHERRY STREET	100	1742	6.0	94	5	0	0	11/04/97
087 CHERRY STREET	200	264	8.0	94	5	0	0	11/04/97
087 DIVISION STREET	100	686	6.0	94	5	0	0	10/21/97
087 DROY CIRCLE	100	1478	8.0	94	5	0	0	10/21/97
087 EDWARD AVENUE	100	528	0.0	94	5	0	0	10/31/97
087 ELIOT STREET	100	528	0.0	94	5	0	0	11/03/97
087 HICKS CIRCLE	100	220	6.0	94	5	0	0	10/21/97
087 HOLLISTER DRIVE	100	370	6.0	94	5	0	0	10/29/97
087 LAKE STREET	100	422	4.0	94	5	0	0	11/10/97
087 LAWSON DRIVE	200	475	6.0	94	5	0	0	10/21/97
087 NORTHAMPTON STRE	100	4013	2.0	94	5	0	0	07/17/96
087 NORTHAMPTON STRE	200	1531	2.0	94	5	0	0	07/17/96
087 NORTHAMPTON STRE	300	1531	2.0	94	5	0	0	07/17/96
087 OAKRIDGE CIRCLE	100	792	8.0	94	5	0	0	10/22/97
087 PLUM BROOK DRIVE	100	528	4.0	94	5	0	0	10/30/97
087 TAFT AVENUE	100	1795	8.0	94	5	0	0	11/10/97
087 WEST PARK DRIVE	100	686	4.0	94	5	0	0	11/04/97
087 WESTVIEW TERRACE	100	3432	6.0	94	5	0	0	11/04/97
087 WILLIAM STREET	100	581	0.0	94	5	0	0	11/04/97
087 APPLE TREE LANE	100	1097	4.0	95	5	0	0	11/04/97
087 BERNIE AVENUE	100	528	0.0	95	5	0	0	10/22/97
087 BIEN CIRCLE	100	264	6.0	95	5	0	0	10/21/97
087 BRITTANY LANE	100	480	4.0	95	5	0	0	11/04/97
087 BRODERICK STREET	100	158	0.0	95	5	0	0	10/30/97
087 CHAPMAN AVENUE	100	264	6.0	95	5	0	0	11/07/97
087 COOK ROAD	100	528	4.0	95	5	0	0	10/21/97

Street Name	Sect. ID	Length (ft)	Curb Reveal	PCI	Repair	Current Cost	Benefit Value	Survey Date
087 COTTAGE STREET	100	845	2.0	95	5	0	0	07/17/96
087 CROWN MEADOW EST	100	1380	4.0	95	5	0	0	11/11/97
087 DOODY AVENUE	100	580	0.0	95	5	0	0	11/03/97
087 ELY AVENUE	100	581	0.0	95	5	0	0	11/04/97
087 FERRY STREET	200	2482	3.0	95	5	0	0	07/17/96
087 FERRY STREET	300	1584	0.0	95	5	0	0	07/17/96
087 GASTON STREET	100	739	6.0	95	5	0	0	11/03/97
087 GOLDEN DRIVE	100	1848	4.0	95	5	0	0	10/22/97
087 JOHN STREET	200	845	0.0	95	5	0	0	11/04/97
087 KANIA STREET	100	1372	8.0	95	5	0	0	10/22/97
087 LAWSON DRIVE	100	633	0.0	95	5	0	0	10/21/97
087 LINCOLN STREET	100	1056	0.0	95	5	0	0	10/30/97
087 LUX AVENUE	100	634	6.0	95	5	0	0	11/03/97
087 MAINE AVENUE	100	528	4.0	95	5	0	0	10/30/97
087 MORIN DRIVE	100	2006	6.0	95	5	0	0	10/21/97
087 MOUNT TOM AVENUE	200	370	0.0	95	5	0	0	11/04/97
087 PARK STREET	100	1267	4.0	95	5	0	0	07/15/96
087 PINE HILL MEADOW	100	420	6.0	95	5	0	0	11/11/97
087 RABIDEAU DRIVE	100	370	0.0	95	5	0	0	10/21/97
087 RUSSELL LANE	100	1003	0.0	95	5	0	0	10/29/97
087 SHEFFIELD DRIVE	100	1056	4.0	95	5	0	0	10/22/97
087 SILVER LANE	100	792	4.0	95	5	0	0	10/22/97
087 SOUTH STREET	600	528	0.0	95	5	0	0	07/17/96
087 WARD AVENUE	100	1162	8.0	95	5	0	0	11/10/97
087 WATER STREET	100	792	6.0	95	5	0	0	11/03/97
087 WELLINGTON CIRCL	100	264	4.0	95	5	0	0	10/22/97
087 WENDEL AVENUE	100	528	0.0	95	5	0	0	10/29/97
087 FERRY STREET	100	792	4.0	99	5	0	0	07/17/96
087 OLIVER STREET	100	2640	0.0	99	5	0	0	10/24/97
087 PARK STREET	300	3485	4.0	99	5	0	0	07/15/96
087 PARK STREET	400	3221	4.0	99	5	0	0	07/15/96
087 ALDEN STREET	100	264	0.0	100	5	0	0	10/29/97
087 COLONIAL AVENUE	100	845	0.0	100	5	0	0	10/29/97
087 CORNER LANE	100	528	0.0	100	5	0	0	10/29/97
087 DUDA DRIVE	100	976	4.0	100	5	0	0	10/30/97
087 HILL AVENUE	100	422	8.0	100	5	0	0	10/31/97
087 HOLYOKE STREET	100	5438	6.0	100	5	0	0	07/17/96
087 MOUNTAIN ROAD	100	950	6.0	100	5	0	0	07/17/96
087 MOUNTAIN ROAD	200	4277	6.0	100	5	0	0	07/17/96
087 PINE HILL ROAD	100	2700	6.0	100	5	0	0	11/11/97
087 PLEASANT STREET	200	422	3.0	100	5	0	0	01/09/97
087 PLEASANT STREET	300	317	3.0	100	5	0	0	01/09/97
087 PLEASANT STREET	400	475	4.0	100	5	0	0	01/09/97
087 PLYMOUTH AVENUE	100	528	0.0	100	5	0	0	10/29/97
087 RILEY STREET	100	528	0.0	100	5	0	0	11/04/97
087 SCHOOL STREET	100	211	6.0	100	5	0	0	11/07/97
087 SCHOOL STREET	200	264	6.0	100	5	0	0	11/07/97
087 SOUTH STREET	100	2112	3.0	100	5	0	0	07/17/96
087 UNION COURT	100	211	0.0	100	5	0	0	11/07/97
Grand Total:		438739				4164158		

EASTHAMPTON
Asphalt Module Summary Listing
Street Name between 087 and 087
Sorted By: Benefit Value Descending
03/18/98

Street Name	Sect. ID	Length (ft)	Curb Reveal	PCI	Repair	Current Cost	Benefit Value	Survey Date
087 NORTHAMPTON STRE	400	686	3.0	61	2	10976	711	07/17/96
087 PLEASANT GREEN W	100	370	6.0	66	3	164	373	11/11/97
087 COTTAGE STREET	200	581	2.0	90	4	3389	278	07/17/96
087 MAIN STREET	100	739	3.0	65	2	29560	267	07/15/96
087 UNION STREET	100	1954	4.0	84	3	31264	163	07/17/96
087 CLARK STREET	100	2904	3.0	60	2	42592	158	07/17/96
087 WEST STREET	500	1954	0.0	60	2	28659	158	07/15/96
087 CLARK STREET	200	898	4.0	64	2	13171	148	07/17/96
087 SOUTH MAIN STREE	100	3960	0.0	61	2	63360	142	07/15/96
087 SOUTH STREET	300	1109	3.0	61	2	17744	142	07/17/96
087 EVERETT STREET	100	1320	2.0	62	2	21120	140	07/17/96
087 WEST STREET	200	634	0.0	68	2	9299	139	07/15/96
087 WEST STREET	400	2798	4.0	68	2	41037	139	07/15/96
087 SOUTH STREET	400	264	0.0	63	2	4224	138	07/17/96
087 SOUTH STREET	500	264	0.0	90	4	660	130	07/17/96
087 EAST STREET	500	9979	0.0	63	2	172969	127	07/15/96
087 LOUDVILLE ROAD	300	6653	0.0	71	2	102013	127	07/15/96
087 EVERETT STREET	300	1690	3.0	71	2	27040	122	07/17/96
087 POMEROY MEADOW R	100	1056	0.0	53	1	33440	117	07/17/96
087 STRONG STREET	100	1056	0.0	88	4	3080	114	07/15/96
087 HENDRICK STREET	100	5069	0.0	52	1	177415	108	07/15/96
087 WONDERLICH STREE	100	370	0.0	89	4	1131	107	07/15/96
087 TORREY STREET	100	1531	0.0	56	1	51033	106	07/15/96
087 LINE STREET	100	4066	3.0	71	2	75899	105	07/15/96
087 TORREY STREET	200	2482	0.0	57	1	82733	104	07/15/96
087 NORTH STREET	200	475	4.0	87	4	1583	101	07/17/96
087 EAST STREET	100	2798	3.0	86	4	10104	94	07/15/96
087 EAST STREET	200	1426	4.0	87	4	5149	93	07/15/96
087 NORTH STREET	100	1637	2.0	53	1	65480	93	07/17/96
087 EAST STREET	400	370	4.0	88	4	1336	92	07/15/96
087 PARSONS STREET	100	1478	0.0	53	1	64047	86	07/17/96
087 GLENDALE STREET	100	2112	3.0	85	4	8507	85	07/15/96
087 POMEROY STREET	200	844	0.0	30	1	16880	82	10/21/97
087 FLORENCE ROAD	100	4118	3.0	52	1	205900	76	07/15/96
087 PLAIN STREET	100	7075	0.0	74	3	56600	74	07/15/96
087 COMBS ROAD	100	528	0.0	27	1	13200	73	10/30/97
087 PAYSON AVENUE	200	950	3.0	85	4	4486	73	07/17/96
087 MAIN STREET	200	634	4.0	69	2	19020	67	07/15/96
087 HENDRICK STREET	200	4277	0.0	78	3	39919	60	07/15/96
087 LOUDVILLE ROAD	100	5227	0.0	72	3	53432	60	07/15/96
087 PARADISE DRIVE	100	369	8.0	79	4	564	60	11/04/97
087 WEST STREET	100	264	0.0	76	3	2581	59	07/15/96
087 WEST STREET	300	792	3.0	77	3	7744	58	07/15/96
087 ONEIL STREET	100	4224	0.0	75	3	45056	55	07/17/96
087 LIBERTY STREET	100	1373	2.0	79	3	14035	54	07/17/96
087 EAST STREET	300	3010	3.0	75	3	34782	51	07/15/96

Street Name	Sect. ID	Length (ft)	Curb Reveal	PCI	Repair	Current Cost	Benefit Value	Survey Date
087 LOUDVILLE ROAD	200	4488	0.0	84	3	45877	51	07/15/96
087 POMEROY STREET	100	4805	0.0	84	3	49118	51	07/15/96
087 EVERETT STREET	200	739	3.0	84	3	7883	49	07/17/96
087 GLENDALE STREET	200	317	4.0	83	3	3522	47	07/15/96
087 MILL STREET	100	528	0.0	55	2	7392	45	10/29/97
087 SOUTH STREET	200	1267	4.0	79	3	15767	45	07/17/96
087 PARSONS STREET	200	1690	2.0	80	3	21031	44	07/17/96
087 LOVELL STREET	100	422	6.0	53	2	6471	43	11/03/97
087 LOVEFIELD STREET	100	2006	0.0	84	3	24964	42	07/17/96
087 MAIN STREET	10	211	2.0	80	3	2813	41	07/15/96
087 PLEASANT STREET	100	2904	3.0	76	3	41301	41	01/09/97
087 GEORGE STREET	100	211	0.0	37	1	7033	40	11/03/97
087 LOVEFIELD STREET	90	3010	0.0	59	2	44147	40	10/29/97
087 PARK STREET	200	1426	3.0	73	3	21548	40	07/15/96
087 FUGERE COURT	100	264	0.0	84	4	587	39	10/31/97
087 PAYSON AVENUE	100	739	2.0	76	3	11167	38	07/17/96
087 BREWSTER AVENUE	100	739	2.0	74	4	1950	37	10/22/97
087 WARREN AVENUE	100	211	0.0	89	4	469	37	11/03/97
087 ADAMS STREET	100	1742	2.0	80	3	26324	36	07/17/96
087 CHESTNUT STREET	100	845	0.0	54	2	15210	36	11/03/97
087 GRANT STREET	100	898	0.0	36	1	34423	36	11/03/97
087 HUDSON STREET	100	581	0.0	72	4	1614	36	11/03/97
087 PAYSON LANE	100	369	2.0	76	4	974	36	10/22/97
087 FEDERAL STREET	100	686	4.0	76	4	1906	35	10/31/97
087 WILDER AVENUE	100	633	2.0	84	4	1583	35	10/30/97
087 DARTMOUTH STREET	100	739	8.0	77	4	2053	34	10/31/97
087 MAIN STREET	300	2376	3.0	72	3	42240	34	07/15/96
087 MAIN STREET	400	2218	4.0	72	3	39431	34	07/15/96
087 MAYHER STREET	100	1003	0.0	38	1	38448	34	11/03/97
087 N.HAMPSHIRE STRE	100	475	4.0	44	1	15833	34	11/03/97
087 PEPIN AVENUE	100	1161	0.0	78	4	3225	34	10/31/97
087 BAY AVENUE	100	652	0.0	79	4	1811	33	11/04/97
087 BOYLSTON STREET	100	422	0.0	76	4	1231	33	10/31/97
087 GLEN COVE PLACE	100	528	8.0	79	4	1467	33	10/31/97
087 RICHARDSON CIRCL	100	581	0.0	52	2	11620	33	11/04/97
087 RIDGEWOOD TERRAC	100	634	8.0	84	4	1673	33	11/11/97
087 STRONG STREET	200	475	0.0	62	3	2533	33	10/21/97
087 CLARK AVENUE	100	528	6.0	86	4	1393	32	11/07/97
087 EMERALD PLACE	100	1848	4.0	83	4	5133	32	10/30/97
087 HARRISON AVENUE	100	686	6.0	78	4	2001	32	10/30/97
087 OLYMPIA STREET	100	475	0.0	46	1	15833	32	11/03/97
087 STONE PATH LANE	200	739	0.0	79	4	2155	32	11/03/97
087 UNDERWOOD AVENUE	100	780	0.0	52	1	23400	32	10/30/97
087 CLAPP STREET	100	3168	0.0	50	1	100320	31	10/29/97
087 CLINTON STREET	100	686	6.0	89	4	1810	31	10/30/97
087 DRAGON CIRCLE	100	1373	0.0	74	4	4386	31	10/29/97
087 DRURY LANE	100	1954	0.0	73	4	6242	31	10/29/97
087 LEWANDOWSKI AVEN	100	211	0.0	77	4	645	31	10/30/97
087 LOVEFIELD STREET	80	528	0.0	77	4	1613	31	10/29/97
087 PRINCETON AVENUE	100	792	0.0	73	4	2530	31	10/31/97
087 SEARLE AVENUE	100	370	6.0	73	4	1182	31	10/31/97
087 CHRIS CLARK ROAD	200	1320	0.0	54	1	39600	30	11/04/97
087 LYMAN AVENUE	100	1056	6.0	77	4	3373	30	10/29/97

Street Name	Sect. ID	Length (ft)	Curb Reveal	PCI	Repair	Current Cost	Benefit Value	Survey Date
087 MAPLE STREET	200	422	6.0	89	4	1172	30	11/03/97
087 MCKINLEY AVENUE	200	528	0.0	79	4	1613	30	11/07/97
087 ADMIRAL STREET	100	1161	0.0	85	4	3386	29	11/03/97
087 EXETER STREET	100	739	8.0	78	4	2361	29	10/31/97
087 FORT HILL ROAD	300	1108	0.0	81	4	3386	29	10/30/97
087 MAPLE STREET	100	2750	8.0	86	4	8021	29	11/03/97
087 MCLELLAN STREET	100	158	0.0	66	3	913	29	11/03/97
087 NASHAWANNUCK ST	100	739	6.0	90	4	2053	29	11/03/97
087 WATER LANE	100	1531	6.0	90	4	4253	29	11/03/97
087 BROAD STREET	100	1108	0.0	83	4	3539	28	10/30/97
087 GOSSELIN DRIVE	100	528	0.0	84	4	1613	28	10/31/97
087 HAMPTON TERRACE	100	475	8.0	74	4	1649	28	10/31/97
087 HIGH SCHOOL ROAD	100	211	8.0	86	4	645	28	11/10/97
087 ORCHARD STREET	100	845	4.0	90	4	2465	28	11/03/97
087 PLEASANT GREEN E	100	423	8.0	74	4	1469	28	10/31/97
087 PUTNAM COURT	100	475	6.0	51	2	11590	28	10/31/97
087 CHARLES STREET	100	475	4.0	84	4	1517	27	10/03/97
087 EAST CHESTNUT ST	100	475	0.0	76	4	1715	27	10/30/97
087 GERYK COURT	100	264	6.0	86	4	843	27	11/10/97
087 HIGH STREET	100	1109	6.0	81	4	3697	27	10/31/97
087 MOUNT TOM AVENUE	100	1690	4.0	90	4	5164	27	11/04/97
087 PINE STREET	100	950	6.0	90	4	2903	27	11/03/97
087 SPRING STREET	200	845	0.0	79	4	2934	27	11/02/97
087 STONE PATH LANE	100	580	0.0	79	4	2014	27	11/03/97
087 STRONG STREET	90	6758	0.0	90	4	20649	27	10/21/97
087 BALLARD STREET	100	1637	0.0	47	1	65480	26	10/29/97
087 BRIGGS STREET	100	1742	6.0	75	4	6533	26	11/03/97
087 FRANKLIN STREET	200	370	6.0	76	4	1388	26	11/03/97
087 GROVE STREET	100	739	0.0	56	1	24633	26	11/03/97
087 GROVELAND STREET	100	898	0.0	89	4	2869	26	10/29/97
087 JOHNSON AVENUE	100	370	0.0	54	1	12950	26	11/03/97
087 LAWNDALE STREET	100	528	0.0	89	4	1687	26	10/29/97
087 SHERMAN AVENUE	100	264	0.0	56	1	8800	26	10/31/97
087 ARTHUR STREET	100	686	0.0	73	4	2763	25	10/30/97
087 COLEMAN ROAD	100	105	0.0	83	4	365	25	11/10/97
087 OAK STREET	100	264	0.0	81	4	953	25	11/03/97
087 RABIDEAU DRIVE	200	1480	6.0	76	4	5756	25	10/21/97
087 BEYER DRIVE	100	1531	0.0	79	4	5954	24	10/21/97
087 CLARK LANE	100	2428	0.0	51	1	97120	24	10/24/97
087 DAVIS STREET	100	1426	6.0	74	4	5744	24	11/03/97
087 DEERFIELD DRIVE	100	1373	6.0	76	4	5530	24	10/24/97
087 DIVISION STREET	200	1056	0.0	69	3	7040	24	10/21/97
087 HOWARD AVENUE	100	1003	0.0	76	4	4040	24	10/24/97
087 JOHN STREET	100	422	4.0	89	4	1465	24	11/04/97
087 KIMBERLY LANE	100	950	4.0	90	4	3167	24	10/22/97
087 LOUISE AVENUE	100	686	6.0	77	4	2763	24	11/07/97
087 LOWNDS AVENUE	100	475	8.0	76	4	1913	24	11/10/97
087 MUTTER STREET	100	1478	0.0	79	4	5748	24	11/03/97
087 OAKDALE PLACE	100	475	8.0	84	4	1715	24	10/31/97
087 PAUL STREET	100	634	0.0	77	4	2554	24	11/07/97
087 RANCH AVENUE	100	581	0.0	73	4	2421	24	11/07/97
087 SCHUMIKOWSKI STR	100	422	8.0	77	4	1700	24	10/22/97
087 SEARLS STREET	100	528	0.0	76	4	2127	24	10/24/97

Street Name	Sect. ID	Length (ft)	Curb Reveal	PCI	Repair	Current Cost	Benefit Value	Survey Date
087 SHELDON AVENUE	200	634	6.0	74	4	2554	24	11/07/97
087 BEECHWOOD AVENUE	100	739	0.0	80	4	2977	23	11/07/97
087 BRYAN AVENUE	100	1900	8.0	75	4	7917	23	11/10/97
087 CAMPBELL DRIVE	200	1584	4.0	80	4	6160	23	10/21/97
087 CAMPUS LANE	100	528	6.0	84	4	1980	23	11/07/97
087 CARILLON CIRCLE	100	4118	6.0	78	4	16586	23	10/24/97
087 DONAIS STREET	100	264	0.0	78	4	1063	23	11/04/97
087 FORT HILL ROAD	100	1373	0.0	56	1	52632	23	10/30/97
087 FRIEL DRIVE	100	370	6.0	46	1	17267	23	11/11/97
087 GROSS LANE	100	633	6.0	79	4	2550	23	10/30/97
087 MEADOWBROOK DR	100	2112	8.0	79	4	8507	23	10/22/97
087 OLD SPRINGFIELD	100	528	0.0	64	3	3989	23	10/30/97
087 OVERLOOK DRIVE	300	634	6.0	80	4	2554	23	10/22/97
087 PINEBROOK DRIVE	100	1372	0.0	78	4	5526	23	10/24/97
087 PLAZA AVENUE	100	1003	0.0	81	4	3901	23	11/04/97
087 SPRING STREET	100	475	0.0	88	4	1715	23	11/03/97
087 SUMMIT AVENUE	100	845	0.0	57	1	32392	23	11/04/97
087 SUTTON PLACE	100	475	0.0	82	4	1847	23	10/30/97
087 WARD AVENUE	200	950	6.0	46	1	44333	23	11/10/97
087 CAMPBELL DRIVE	300	1320	4.0	85	4	5133	22	10/21/97
087 CEDARWOOD AVENUE	100	422	0.0	83	4	1700	22	11/07/97
087 CHAPMAN AVENUE	200	739	6.0	89	4	2771	22	11/07/97
087 CLIFFORD STREET	100	317	8.0	86	4	1233	22	11/03/97
087 CROWN DRIVE	100	264	6.0	84	4	1063	22	10/29/97
087 DUPRE DRIVE	100	528	0.0	85	4	2053	22	10/21/97
087 EAST MAPLE STREE	100	528	0.0	85	4	2053	22	10/30/97
087 FAIRFIELD AVENUE	100	845	6.0	90	4	3051	22	11/03/97
087 FORT HILL ROAD	200	1003	6.0	90	4	3622	22	10/30/97
087 GAUGH STREET	100	845	6.0	90	4	3169	22	11/03/97
087 GULA DRIVE	100	1267	6.0	85	4	4927	22	10/21/97
087 HANNUM BROOK DR	100	3168	6.0	84	4	12760	22	10/24/97
087 KENNETH ROAD	100	2006	6.0	85	4	7801	22	10/21/97
087 LAWLER DRIVE	100	1900	6.0	83	4	7653	22	10/24/97
087 MATTHEW DRIVE	100	1478	4.0	84	4	5953	22	10/22/97
087 OLIVER STREET	200	5650	0.0	84	4	22757	22	10/24/97
087 PARK HILL ROAD	100	4277	0.0	54	1	178208	22	10/24/97
087 ROBIN ROAD	100	1003	8.0	82	4	4040	22	10/22/97
087 VALLEY LANE	100	264	4.0	84	4	1063	22	10/30/97
087 WELEMCO WAY	100	792	0.0	56	1	31680	22	11/10/97
087 WEST GREEN STREE	100	792	6.0	90	4	2860	22	11/03/97
087 ZABEK DRIVE	100	1162	6.0	85	4	4519	22	10/21/97
087 APPLEWOOD CIRCLE	100	422	6.0	88	4	1700	21	10/22/97
087 CAMPBELL DRIVE	100	686	0.0	90	4	2668	21	10/21/97
087 CAROL AVENUE	100	370	0.0	89	4	1439	21	11/07/97
087 COED DRIVE	100	1162	6.0	90	4	4519	21	10/22/97
087 EVANS AVENUE	90	264	0.0	87	4	1063	21	10/24/97
087 EVANS AVENUE	100	370	0.0	88	4	1490	21	10/24/97
087 EVANS AVENUE	200	580	0.0	88	4	2336	21	10/24/97
087 FIRST AVENUE	100	686	0.0	65	3	5488	21	10/30/97
087 GARFIELD AVENUE	100	2270	6.0	86	4	9143	21	11/10/97
087 JONES CIRCLE	100	686	6.0	90	4	2668	21	10/21/97
087 MINERAL STREET	100	898	6.0	65	3	7184	21	10/29/97
087 MONSKA DRIVE	100	1584	6.0	89	4	6160	21	10/21/97

Street Name	Sect. ID	Length (ft)	Curb Reveal	PCI	Repair	Current Cost	Benefit Value	Survey Date
087 OVERLOOK DRIVE	100	1003	6.0	90	4	3901	21	10/22/97
087 RAILROAD STREET	100	528	6.0	75	4	2420	21	11/07/97
087 RESERVATION ROAD	100	1815	0.0	65	3	14520	21	11/04/97
087 SHELDON AVENUE	100	475	0.0	87	4	1913	21	11/07/97
087 STANLEY STREET	100	1109	6.0	88	4	4313	21	10/29/97
087 SUSAN DRIVE	100	475	6.0	90	4	1847	21	10/21/97
087 ASHLEY CIRCLE	100	3590	4.0	89	4	14460	20	10/29/97
087 CHRIS CLARK ROAD	100	10613	0.0	70	3	84904	20	11/04/97
087 LANG AVENUE	100	422	0.0	62	3	3751	20	11/04/97
087 LEXINGTON DRIVE	100	739	8.0	91	4	2977	20	10/24/97
087 LITTLE STREET	100	264	0.0	89	4	1100	20	10/24/97
087 MELINDA DRIVE	100	950	6.0	90	4	3826	20	10/22/97
087 PELOQUIN DRIVE	100	1795	6.0	90	4	7230	20	10/21/97
087 PICARD CIRCLE	100	2059	6.0	89	4	8293	20	10/22/97
087 PROSPECT STREET	100	633	8.0	88	4	2638	20	10/31/97
087 STERLING DRIVE	100	2112	8.0	89	4	8507	20	10/22/97
087 SUNSET AVENUE	100	581	6.0	89	4	2421	20	11/04/97
087 TOWER LANE	100	475	6.0	62	3	4222	20	11/04/97
087 WINDSOR CIRCLE	100	370	4.0	90	4	1490	20	10/22/97
087 BURT STREET	100	1056	0.0	67	3	8917	19	10/21/97
087 FRANKLIN STREET	100	1742	6.0	60	3	17033	19	11/03/97
087 HISGEN AVENUE	200	1800	0.0	60	3	17600	19	11/10/97
087 S.HAMPSHIRE STRE	100	370	0.0	62	3	3453	19	11/03/97
087 WILTON ROAD	100	528	8.0	62	3	4928	19	11/07/97
087 WINTER STREET	100	634	6.0	61	3	5917	19	11/10/97
087 BROOKS STREET	100	580	0.0	61	3	5929	18	10/22/97
087 DEWEY STREET	100	422	0.0	70	3	3751	18	11/10/97
087 HIGHLAND AVENUE	100	2059	0.0	61	3	20132	18	10/29/97
087 INDUSTRIAL PRKWY	100	1531	4.0	84	4	7230	18	10/29/97
087 ST.JAMES AVENUE	100	475	0.0	61	3	4856	18	11/07/97
087 SUMMER STREET	100	634	6.0	63	3	6199	18	10/31/97
087 WEST LAKE STREET	100	581	0.0	66	3	5423	18	11/10/97
087 GREENWOOD COURT	100	1056	0.0	60	3	11264	17	11/07/97
087 HISGEN AVENUE	100	370	6.0	62	3	3947	17	11/10/97
087 IRVING STREET	100	422	0.0	60	3	4501	17	11/03/97
087 MINERAL STREET	200	1320	0.0	68	3	12320	17	10/29/97
087 NORTON STREET	100	422	6.0	64	3	4314	17	11/07/97
087 ARLINGTON STREET	100	475	8.0	62	3	5278	16	10/31/97
087 CHAPIN STREET	100	1003	0.0	65	3	10253	16	10/30/97
087 CHURCH STREET	100	633	0.0	65	3	6471	16	11/03/97
087 CULDAFF STREET	100	422	0.0	60	3	4689	16	11/10/97
087 KNIGHT AVENUE	100	1003	0.0	65	3	10253	16	11/07/97
087 KNIPFER AVENUE	200	686	0.0	65	3	7012	16	11/03/97
087 LAURA DRIVE	100	370	0.0	69	3	3782	16	11/04/97
087 MECHANIC STREET	100	950	0.0	65	3	10133	16	11/07/97
087 TERRACE VIEW	100	1400	8.0	61	3	15556	16	10/31/97
087 BERKELY STREET	100	422	8.0	64	3	4689	15	10/31/97
087 BROOKS STREET	200	2376	0.0	70	3	24288	15	10/22/97
087 EAST GREEN STREE	100	2006	0.0	63	3	23180	15	11/03/97
087 LAPLANTE CIRCLE	100	586	6.0	60	3	7292	15	11/10/97
087 LUSSIER CIRCLE	100	370	6.0	89	4	2056	15	11/04/97
087 MCKINLEY AVENUE	100	686	0.0	69	3	7317	15	11/07/97
087 WRIGHT STREET	100	739	6.0	69	3	7883	15	11/07/97

Street Name	Sect. ID	Length (ft)	Curb Reveal	PCI	Repair	Current Cost	Benefit Value	Survey Date
087 CENTER STREET	100	1214	8.0	67	3	14568	14	11/07/97
087 FLEURY COURT	100	475	0.0	63	3	5700	14	11/07/97
087 HARVEY STREET	100	845	0.0	64	3	10140	14	11/04/97
087 KEDDY STREET	100	845	0.0	61	3	10516	14	11/04/97
087 NEWELL STREET	100	422	0.0	71	3	4689	14	11/07/97
087 TOWN HOUSE DRIVE	100	489	6.0	63	3	5868	14	11/10/97
087 TRUEHART DRIVE	100	898	0.0	64	3	11175	14	11/10/97
087 VADNAIS STREET	100	1267	0.0	66	3	14641	14	11/04/97
087 ALLEN STREET	100	543	6.0	64	3	6999	13	11/04/97
087 CRESCENT STREET	100	634	0.0	63	3	8172	13	11/04/97
087 JESSIE LANE	100	370	0.0	67	3	4604	13	11/07/97
087 KNIPFER AVENUE	100	1267	6.0	68	3	15767	13	11/03/97
087 LORD STREET	100	422	0.0	65	3	5439	13	11/04/97
087 LYMAN STREET	100	2640	0.0	67	3	34027	13	10/29/97
087 ECHO LANE	100	544	6.0	64	3	7495	12	11/04/97
087 KAREN CIRCLE	100	634	0.0	68	3	8172	12	11/04/97
087 OVERLOOK DRIVE	200	528	8.0	70	3	6805	12	10/22/97
087 PHELPS STREET	100	4329	0.0	71	3	53872	12	10/21/97
087 SANDRA ROAD	100	1320	8.0	70	3	17013	12	10/22/97
087 SANDRA ROAD	200	528	6.0	70	3	6805	12	10/22/97
087 NORTHAMPTON STRE	500	158	4.0	65	3	2668	10	11/10/97
087 LUSSIER CIRCLE	200	264	6.0	69	3	4693	9	11/04/97
087 ALDEN STREET	100	264	0.0	100	5	0	0	10/29/97
087 APPLE TREE LANE	100	1097	4.0	95	5	0	0	11/04/97
087 BEECH STREET	100	317	0.0	93	5	0	0	10/30/97
087 BERNIE AVENUE	100	528	0.0	95	5	0	0	10/22/97
087 BIEN CIRCLE	100	264	6.0	95	5	0	0	10/21/97
087 BRIGGS STREET	200	1320	0.0	94	5	0	0	10/03/97
087 BRITTANY LANE	100	480	4.0	95	5	0	0	11/04/97
087 BRODERICK STREET	100	158	0.0	95	5	0	0	10/30/97
087 CHAPEL STREET	100	475	6.0	92	5	0	0	11/03/97
087 CHAPMAN AVENUE	100	264	6.0	95	5	0	0	11/07/97
087 CHERRY STREET	100	1742	6.0	94	5	0	0	11/04/97
087 CHERRY STREET	200	264	8.0	94	5	0	0	11/04/97
087 COLONIAL AVENUE	100	845	0.0	100	5	0	0	10/29/97
087 CONCORD DRIVE	100	1162	0.0	93	5	0	0	10/24/97
087 COOK ROAD	100	528	4.0	95	5	0	0	10/21/97
087 CORNER LANE	100	528	0.0	100	5	0	0	10/29/97
087 COTTAGE STREET	100	845	2.0	95	5	0	0	07/17/96
087 CROWN MEADOW EST	100	1380	4.0	95	5	0	0	11/11/97
087 DIVISION STREET	100	686	6.0	94	5	0	0	10/21/97
087 DOODY AVENUE	100	580	0.0	95	5	0	0	11/03/97
087 DROY CIRCLE	100	1478	8.0	94	5	0	0	10/21/97
087 DUDA DRIVE	100	976	4.0	100	5	0	0	10/30/97
087 EDWARD AVENUE	100	528	0.0	94	5	0	0	10/31/97
087 ELIOT STREET	100	528	0.0	94	5	0	0	11/03/97
087 ELY AVENUE	100	581	0.0	95	5	0	0	11/04/97
087 FERRY STREET	100	792	4.0	99	5	0	0	07/17/96
087 FERRY STREET	200	2482	3.0	95	5	0	0	07/17/96
087 FERRY STREET	300	1584	0.0	95	5	0	0	07/17/96
087 GASTON STREET	100	739	6.0	95	5	0	0	11/03/97
087 GOLDEN DRIVE	100	1848	4.0	95	5	0	0	10/22/97
087 HICKS CIRCLE	100	220	6.0	94	5	0	0	10/21/97

Street Name	Sect. ID	Length (ft)	Curb Reveal	PCI	Repair	Current Cost	Benefit Value	Survey Date
087 HILL AVENUE	100	422	8.0	100	5	0	0	10/31/97
087 HOLLISTER DRIVE	100	370	6.0	94	5	0	0	10/29/97
087 HOLYOKE STREET	100	5438	6.0	100	5	0	0	07/17/96
087 JOHN STREET	200	845	0.0	95	5	0	0	11/04/97
087 KANIA STREET	100	1372	8.0	95	5	0	0	10/22/97
087 LAKE STREET	100	422	4.0	94	5	0	0	11/10/97
087 LAWSON DRIVE	100	633	0.0	95	5	0	0	10/21/97
087 LAWSON DRIVE	200	475	6.0	94	5	0	0	10/21/97
087 LINCOLN STREET	100	1056	0.0	95	5	0	0	10/30/97
087 LUX AVENUE	100	634	6.0	95	5	0	0	11/03/97
087 MAINE AVENUE	100	528	4.0	95	5	0	0	10/30/97
087 MORIN DRIVE	100	2006	6.0	95	5	0	0	10/21/97
087 MOUNT TOM AVENUE	200	370	0.0	95	5	0	0	11/04/97
087 MOUNTAIN ROAD	100	950	6.0	100	5	0	0	07/17/96
087 MOUNTAIN ROAD	200	4277	6.0	100	5	0	0	07/17/96
087 NORTHAMPTON STRE	100	4013	2.0	94	5	0	0	07/17/96
087 NORTHAMPTON STRE	200	1531	2.0	94	5	0	0	07/17/96
087 NORTHAMPTON STRE	300	1531	2.0	94	5	0	0	07/17/96
087 OAKRIDGE CIRCLE	100	792	8.0	94	5	0	0	10/22/97
087 OLIVER STREET	100	2640	0.0	99	5	0	0	10/24/97
087 PARK STREET	100	1267	4.0	95	5	0	0	07/15/96
087 PARK STREET	300	3485	4.0	99	5	0	0	07/15/96
087 PARK STREET	400	3221	4.0	99	5	0	0	07/15/96
087 PINE HILL MEADOW	100	420	6.0	95	5	0	0	11/11/97
087 PINE HILL ROAD	100	2700	6.0	100	5	0	0	11/11/97
087 PLEASANT STREET	200	422	3.0	100	5	0	0	01/09/97
087 PLEASANT STREET	300	317	3.0	100	5	0	0	01/09/97
087 PLEASANT STREET	400	475	4.0	100	5	0	0	01/09/97
087 PLUM BROOK DRIVE	100	528	4.0	94	5	0	0	10/30/97
087 PLYMOUTH AVENUE	100	528	0.0	100	5	0	0	10/29/97
087 RABIDEAU DRIVE	100	370	0.0	95	5	0	0	10/21/97
087 RILEY STREET	100	528	0.0	100	5	0	0	11/04/97
087 RUSSELL LANE	100	1003	0.0	95	5	0	0	10/29/97
087 SCHOOL STREET	100	211	6.0	100	5	0	0	11/07/97
087 SCHOOL STREET	200	264	6.0	100	5	0	0	11/07/97
087 SHEFFIELD DRIVE	100	1056	4.0	95	5	0	0	10/22/97
087 SILVER LANE	100	792	4.0	95	5	0	0	10/22/97
087 SOUTH STREET	100	2112	3.0	100	5	0	0	07/17/96
087 SOUTH STREET	600	528	0.0	95	5	0	0	07/17/96
087 TAFT AVENUE	100	1795	8.0	94	5	0	0	11/10/97
087 UNION COURT	100	211	0.0	100	5	0	0	11/07/97
087 WARD AVENUE	100	1162	8.0	95	5	0	0	11/10/97
087 WATER STREET	100	792	6.0	95	5	0	0	11/03/97
087 WELLINGTON CIRCL	100	264	4.0	95	5	0	0	10/22/97
087 WENDEL AVENUE	100	528	0.0	95	5	0	0	10/29/97
087 WEST PARK DRIVE	100	686	4.0	94	5	0	0	11/04/97
087 WESTVIEW TERRACE	100	3432	6.0	94	5	0	0	11/04/97
087 WILLIAM STREET	100	581	0.0	94	5	0	0	11/04/97
087 WILLISTON AVENUE	100	2640	8.0	93	5	0	0	11/07/97
Grand Total:		438739				4164158		

APPENDIX C

Summary of Plan Scenarios

Anticipated Budget
Deferred Budget
Budget to Maintain Present PCI Level
Budget to Get to Optimal PCI Level



Anticipated Budget

EASTHAMPTON

Plan Budget Input Data
01/12/98

Available Budget For
Asphalt Pavement Improvements

Begin Plan in Year: 1998

Use Inflation Rate: 6.00 %

Year Total

-----	-----
1998	\$ 375
1999	\$ 375
2000	\$ 375
2001	\$ 375
2002	\$ 375
2003	\$ 0
2004	\$ 0
2005	\$ 0
2006	\$ 0
2007	\$ 0
2008	\$ 0
2009	\$ 0
2010	\$ 0
2011	\$ 0
2012	\$ 0
2013	\$ 0
2014	\$ 0
2015	\$ 0
2016	\$ 0
2017	\$ 0
Total	\$ 1875

Average PCI = 78

1	2	3	4	5
10.0	20.3	21.9	8.4	22.3

Average PCI = 78

1 2 3 4 5 6

8	11	17	25	22	0	0	0	0	83
---	----	----	----	----	---	---	---	---	----

1551	1000	964	477	0	0	0	0	0	3992
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Average PCI = 77

1	2	3	4	5
15.1	15.6	18.1	9.7	24.6

Average PCI = 77

1	2	3	4	5	6
---	---	---	---	---	---

9	11	13	25	25	0	0	0	0	83
---	----	----	----	----	---	---	---	---	----

1949	1061	701	485	0	0	0	0	0	4196
------	------	-----	-----	---	---	---	---	---	------

Average PCI = 76

1	2	3	4	5
18.7	17.6	16.3	9.5	20.8

Average PCI = 76

1 2 3 4 5 6

9	15	12	26	21	0	0	0	0	83
---	----	----	----	----	---	---	---	---	----

1882	1401	703	508	0	0	0	0	0	4494
------	------	-----	-----	---	---	---	---	---	------

Average PCI = 75

1	2	3	4	5
22.9	11.6	15.8	8.2	24.4

Average PCI = 75

1 2 3 4 5 6

9	17	9	24	25	0	0	0	0	83
---	----	---	----	----	---	---	---	---	----

2139	1425	533	472	0	0	0	0	0	4569
------	------	-----	-----	---	---	---	---	---	------

Average PCI = 74

1	2	3	4	5
25.0	7.9	15.9	7.9	26.4

Average PCI = 74

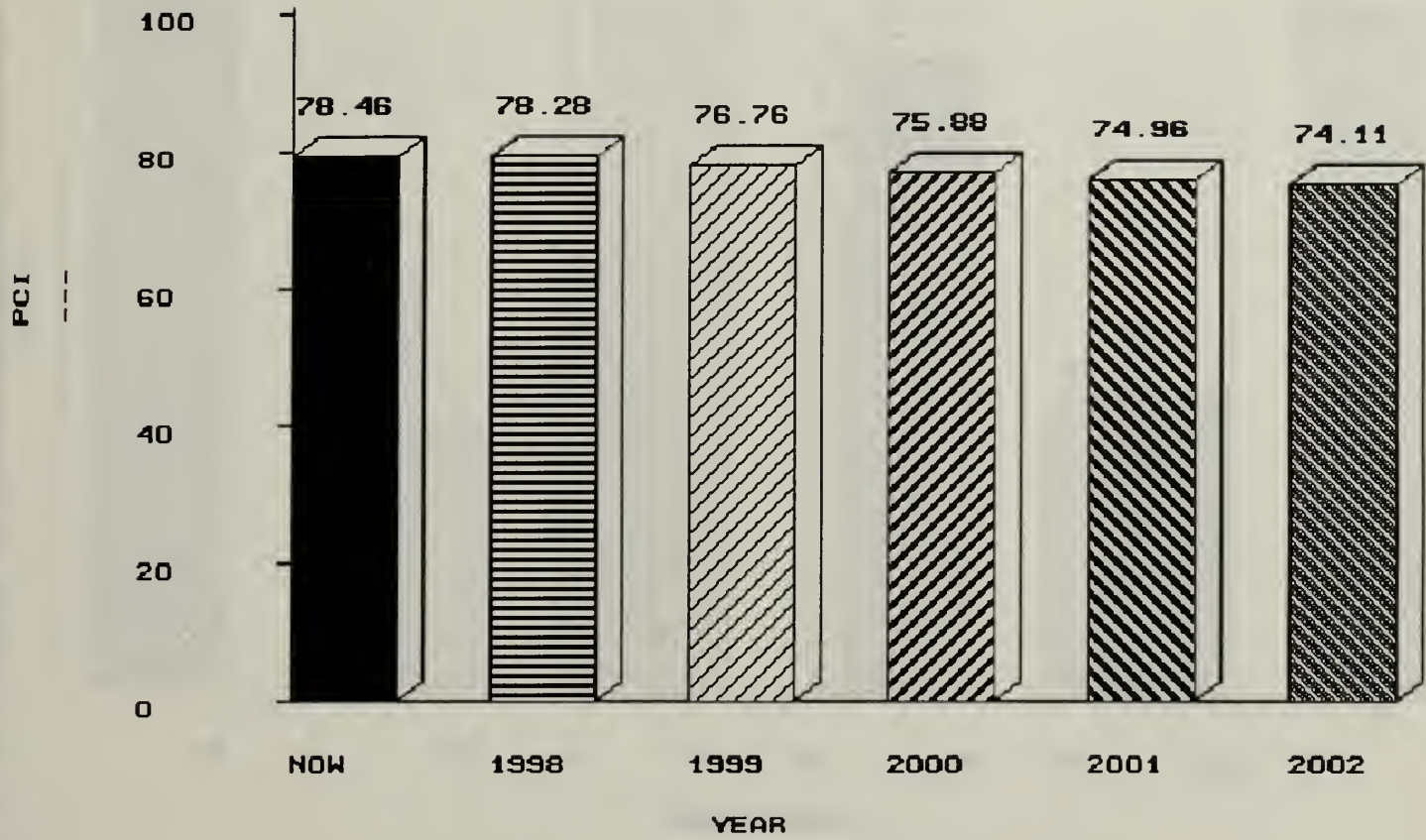
1 2 3 4 5 6

10	16	7	24	26	0	0	0	0	83
----	----	---	----	----	---	---	---	---	----

2286	1322	466	464	0	0	0	0	0	4538
------	------	-----	-----	---	---	---	---	---	------

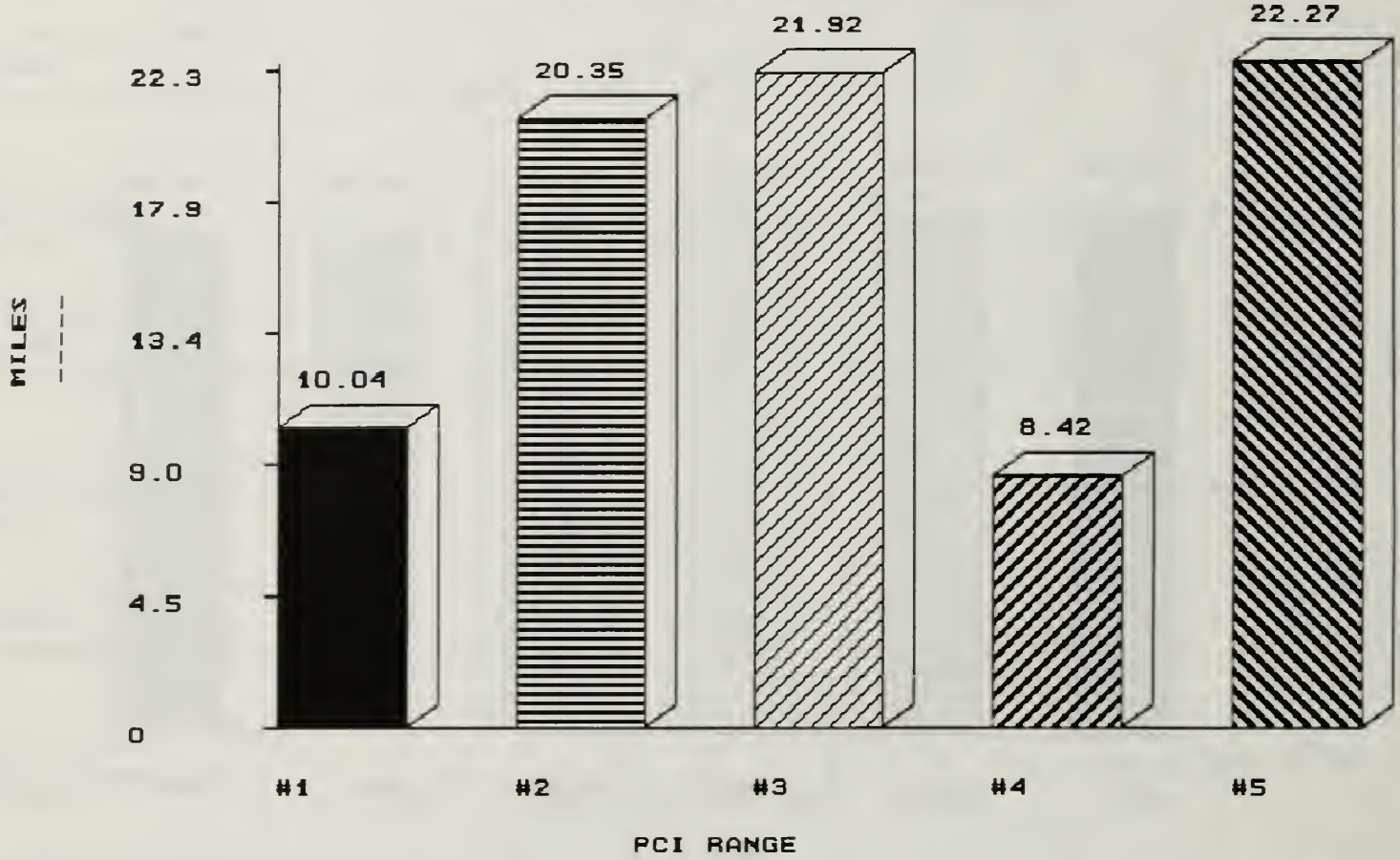
EASTHAMPTON

ESTIMATED AVERAGE FUTURE PCI VALUES



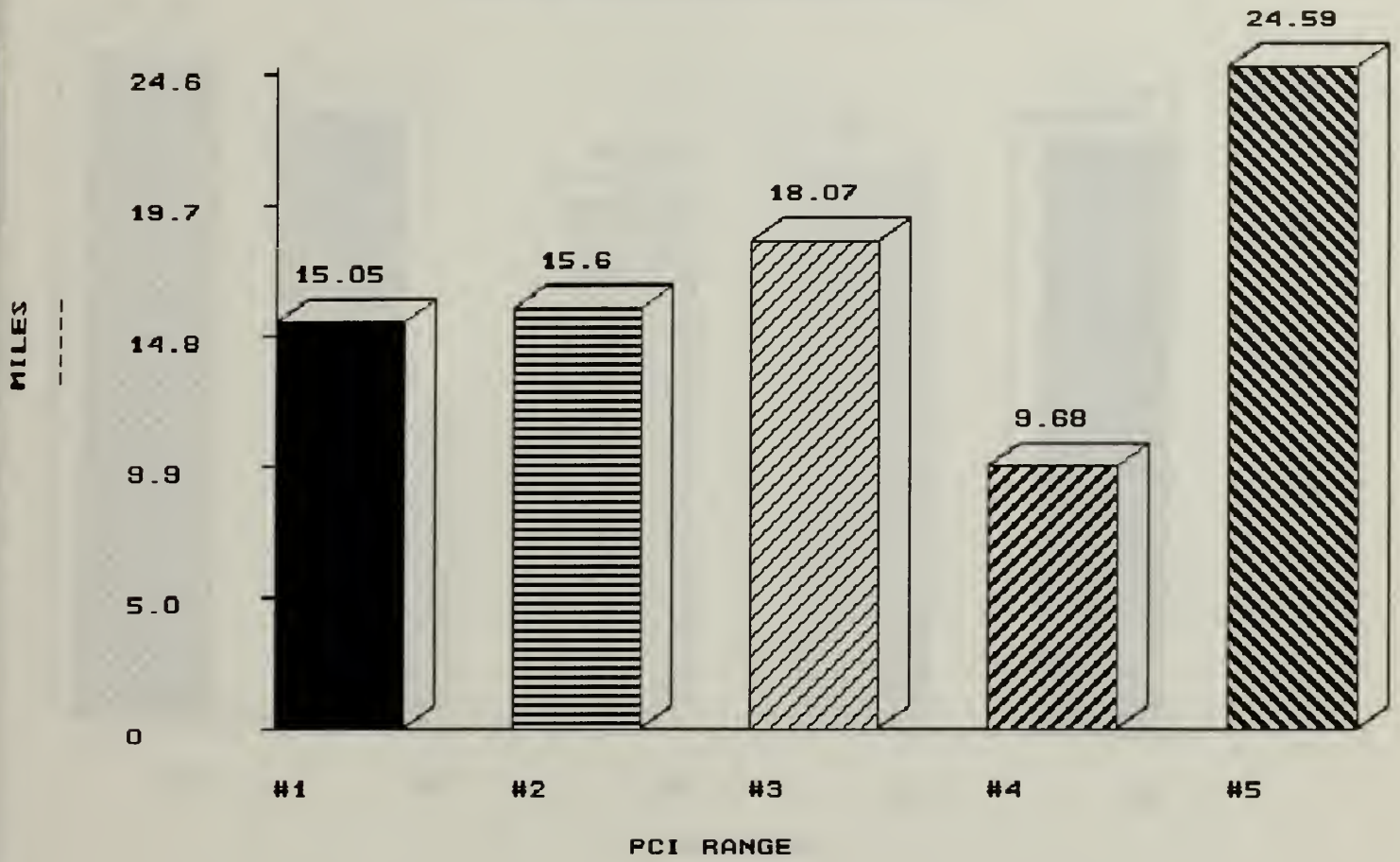
EASTHAMPTON

PCI DISTRIBUTION AFTER 1998



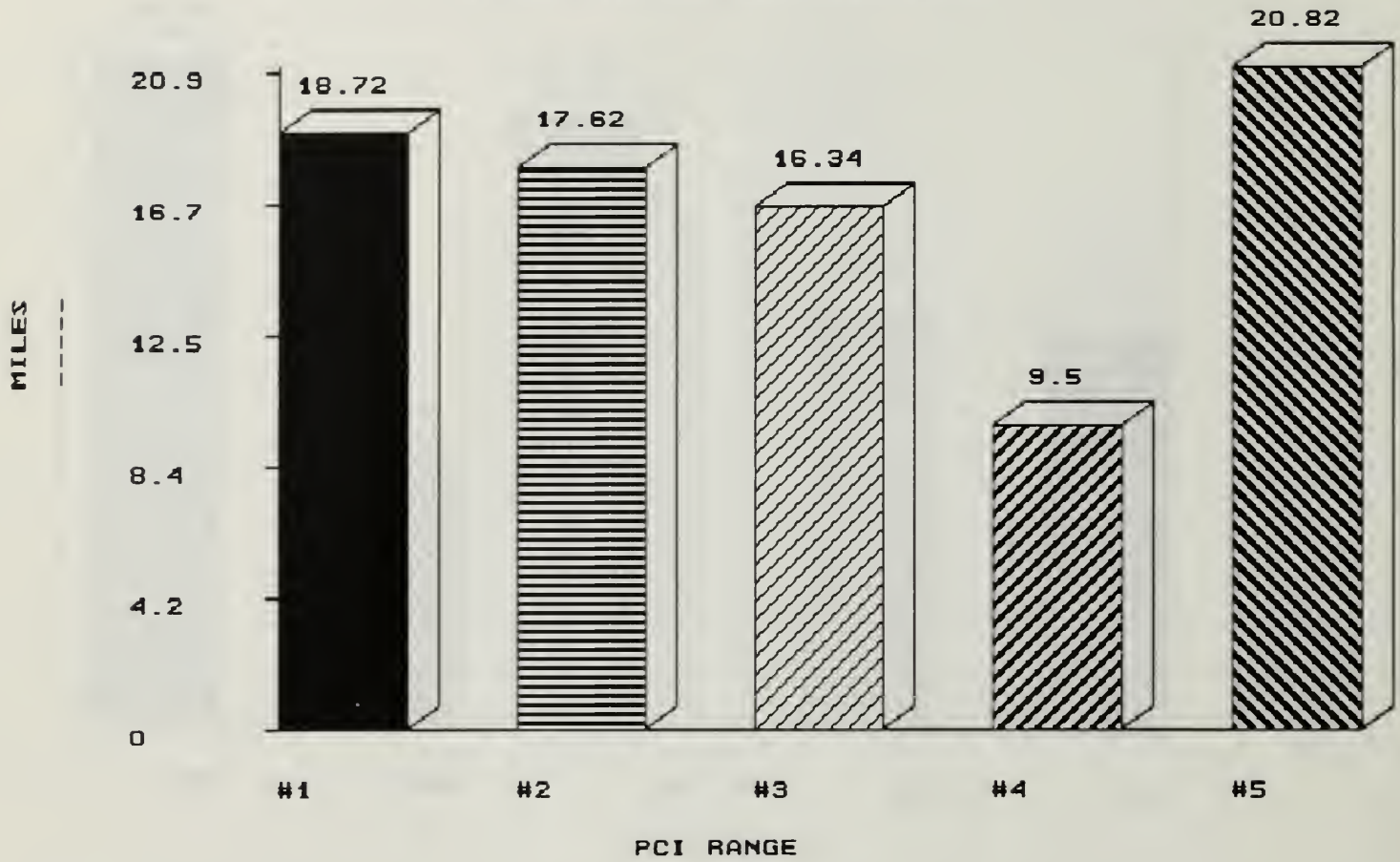
EASTHAMPTON

PCI DISTRIBUTION AFTER 1999



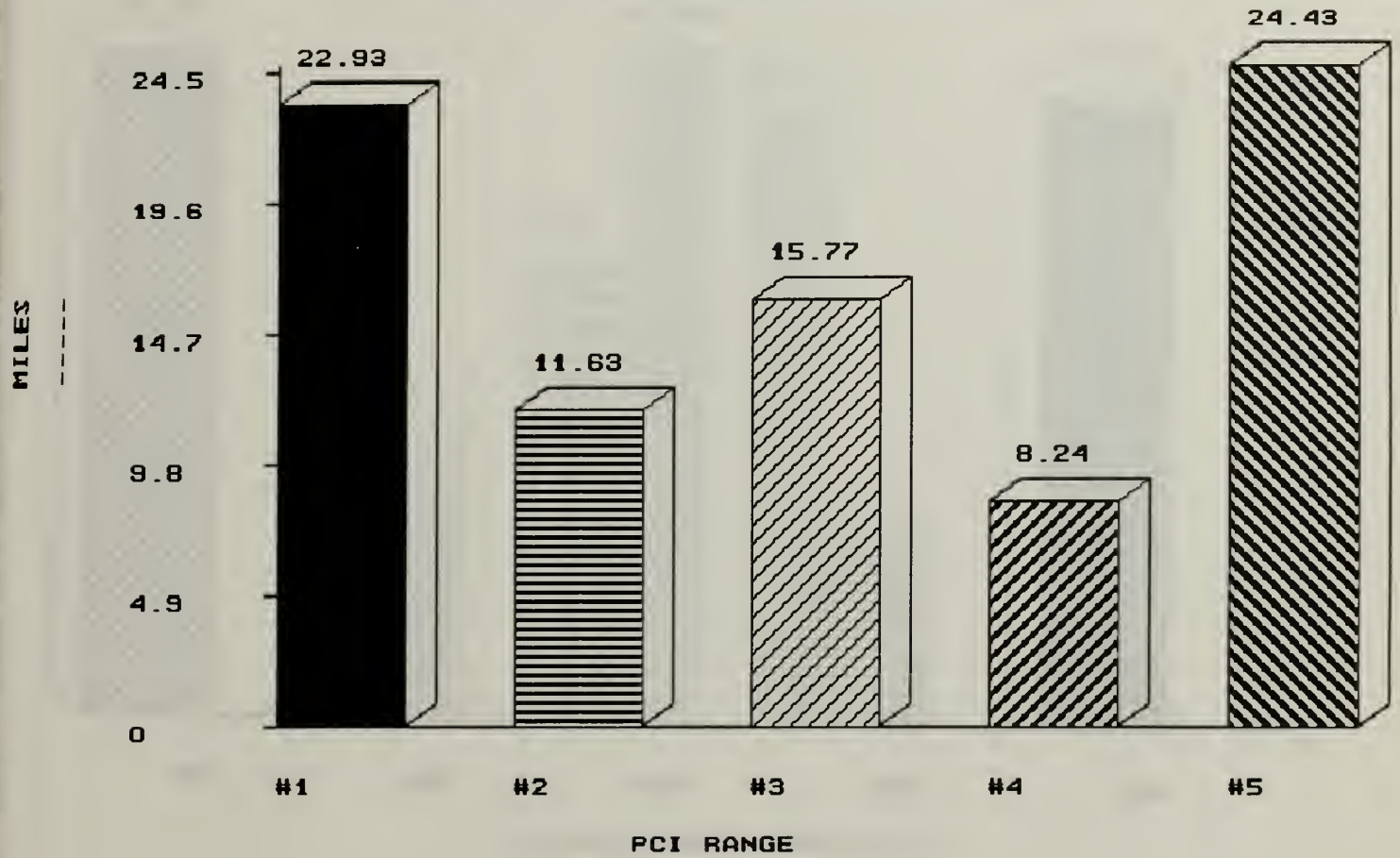
EASTHAMPTON

PCI DISTRIBUTION AFTER 2000



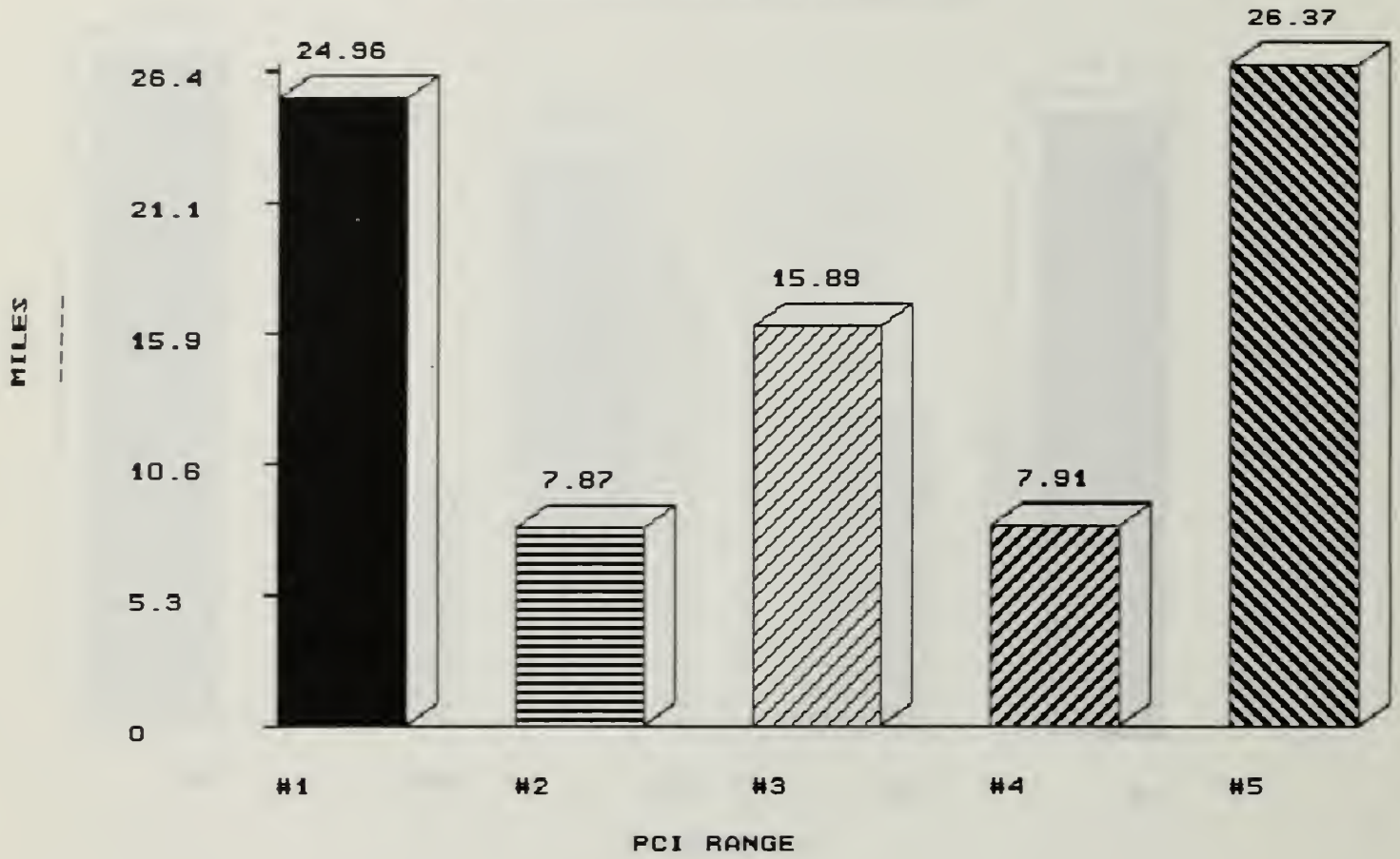
EASTHAMPTON

PCI DISTRIBUTION AFTER 2001



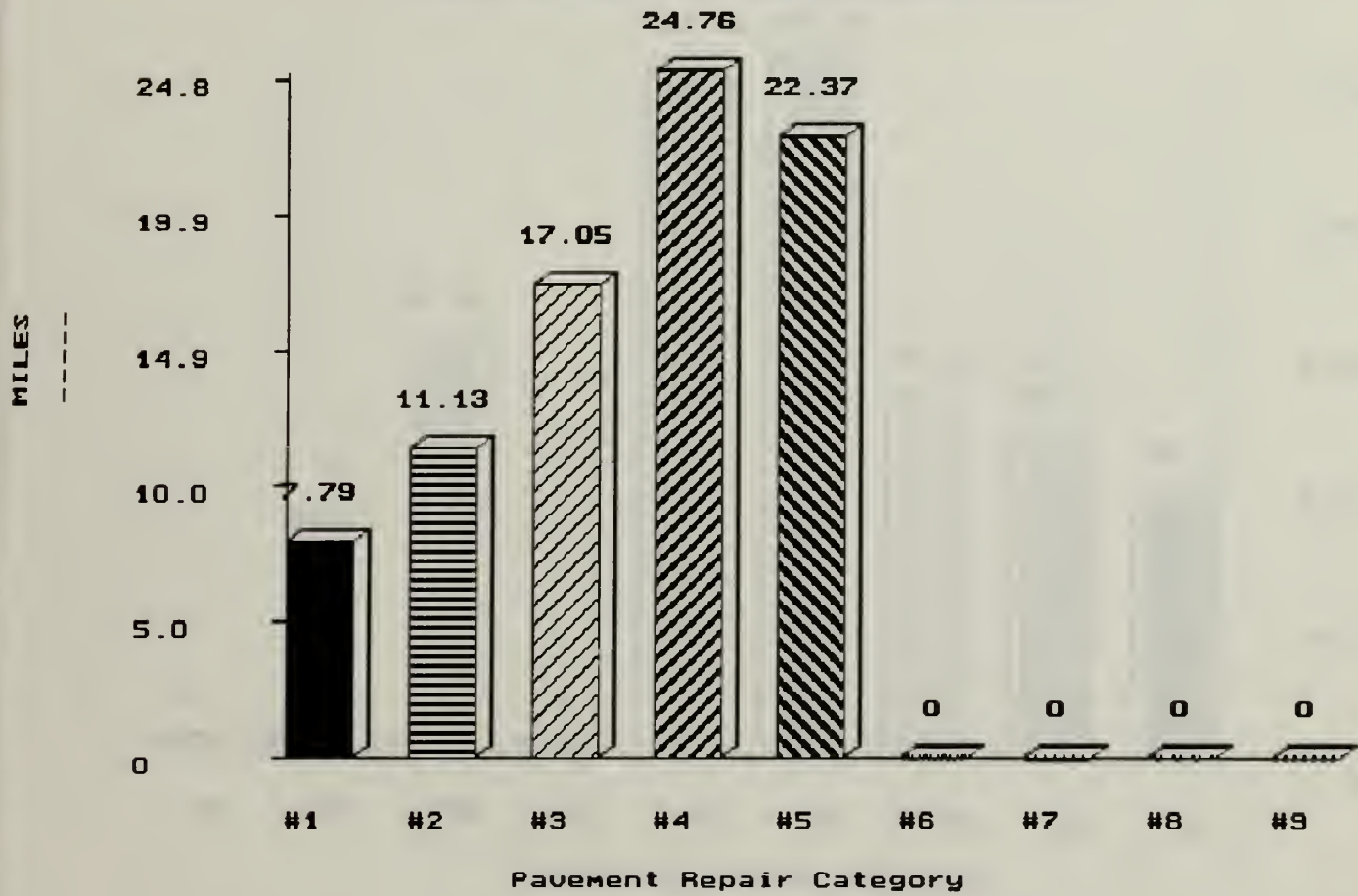
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PCI DISTRIBUTION AFTER 2002



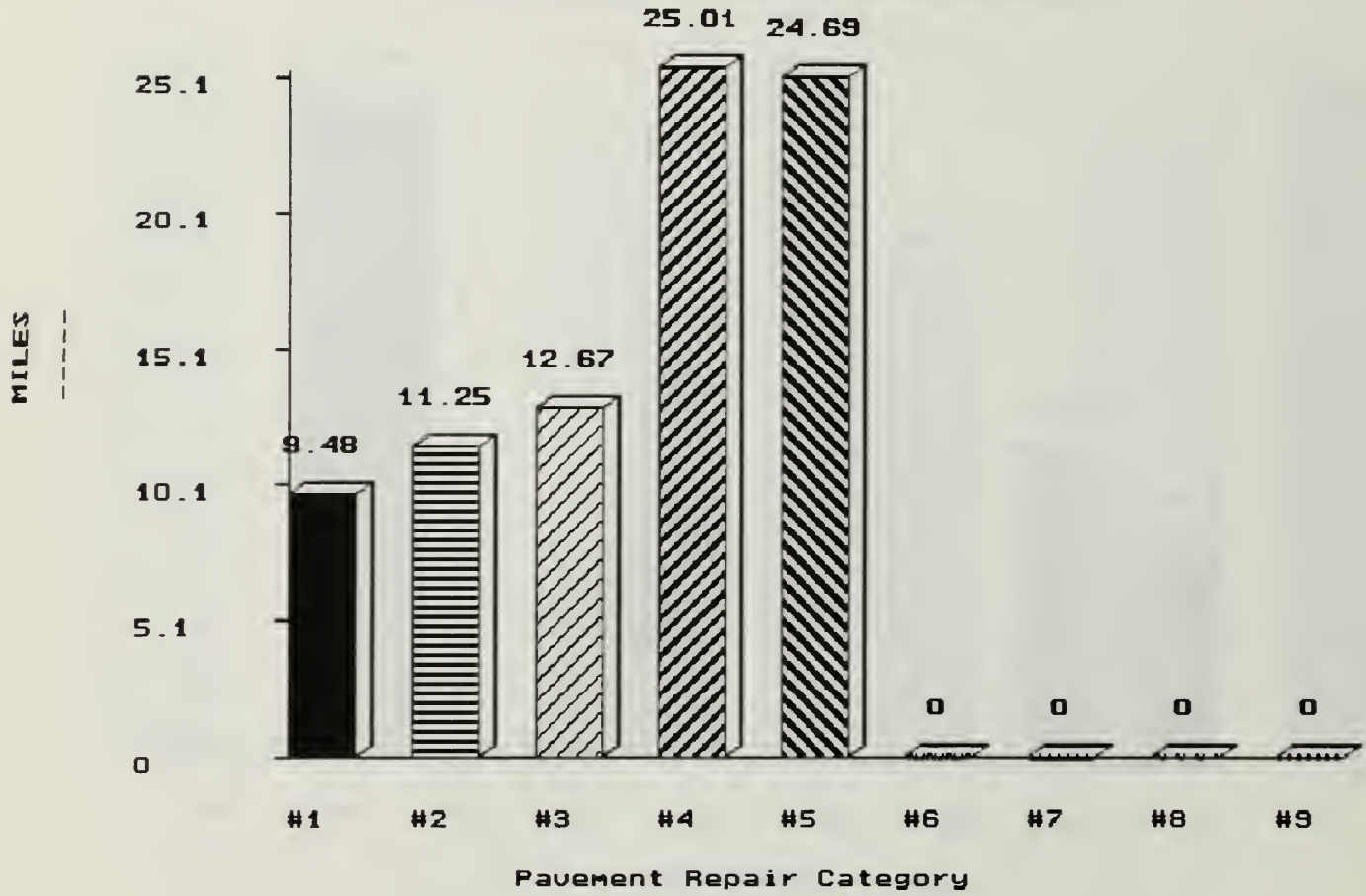
EASTHAMPTON

MILES BY REPAIR CATEGORY AFTER 1998



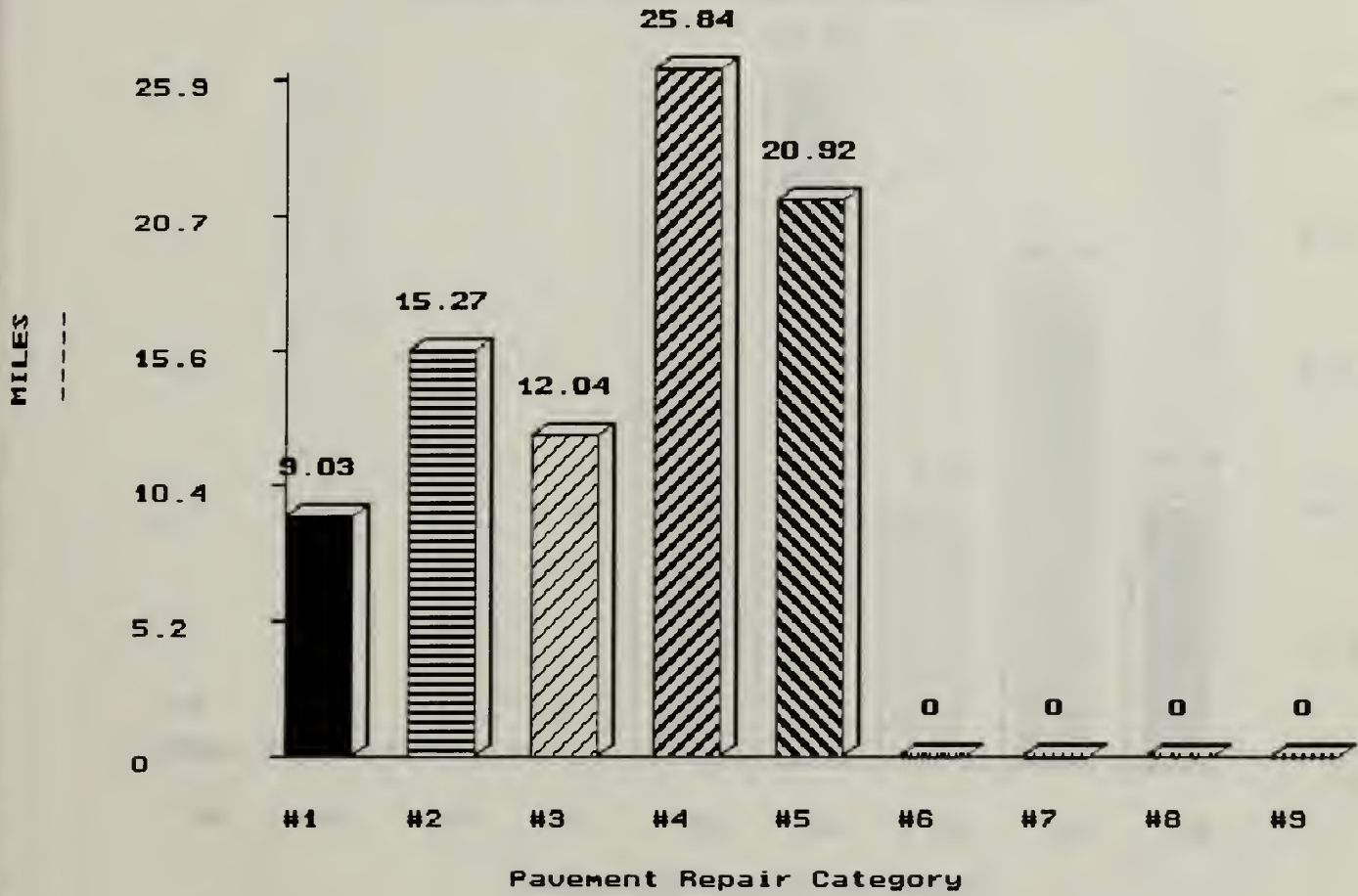
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MILES BY REPAIR CATEGORY AFTER 1999



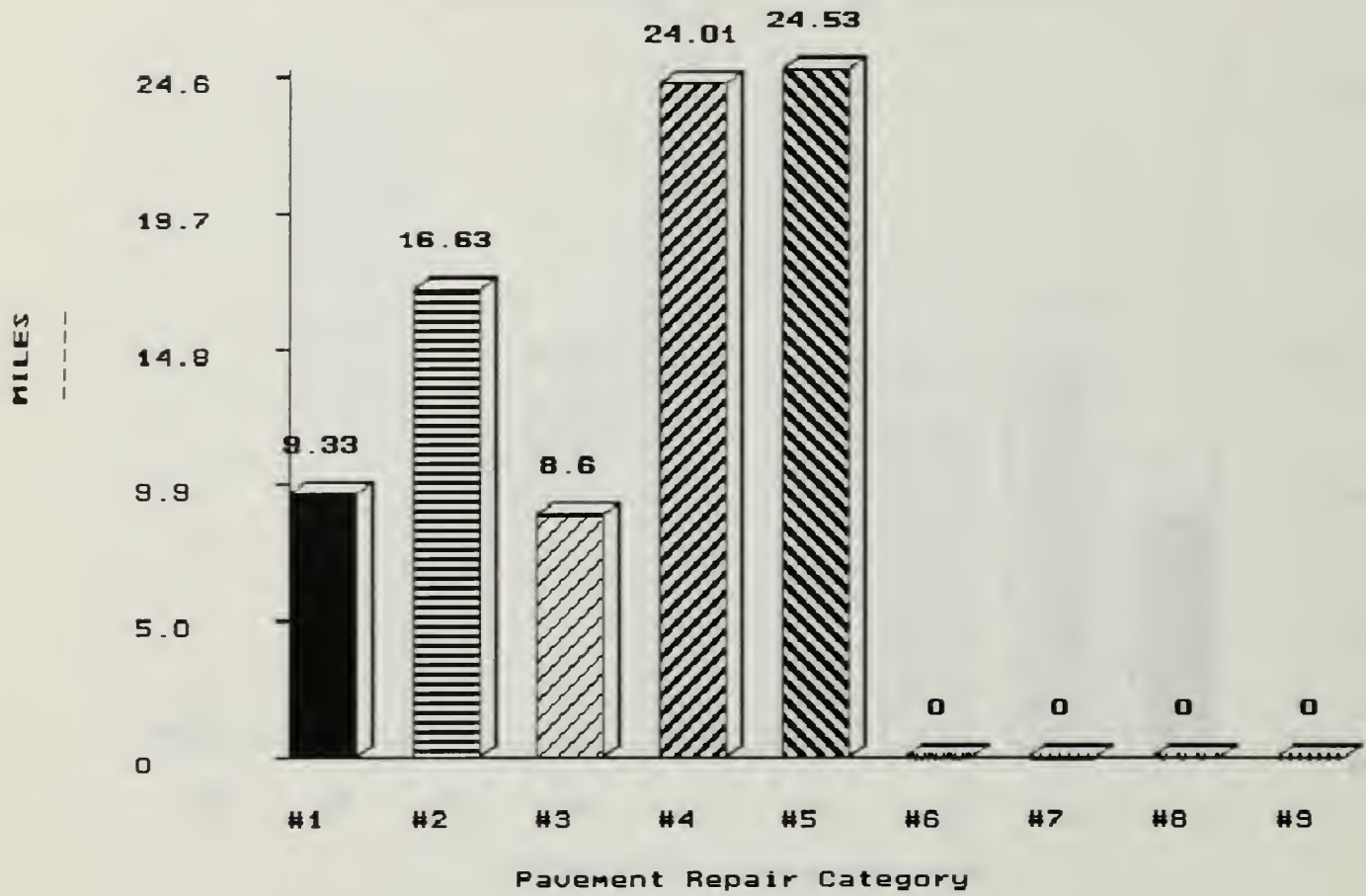
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MILES BY REPAIR CATEGORY AFTER 2000



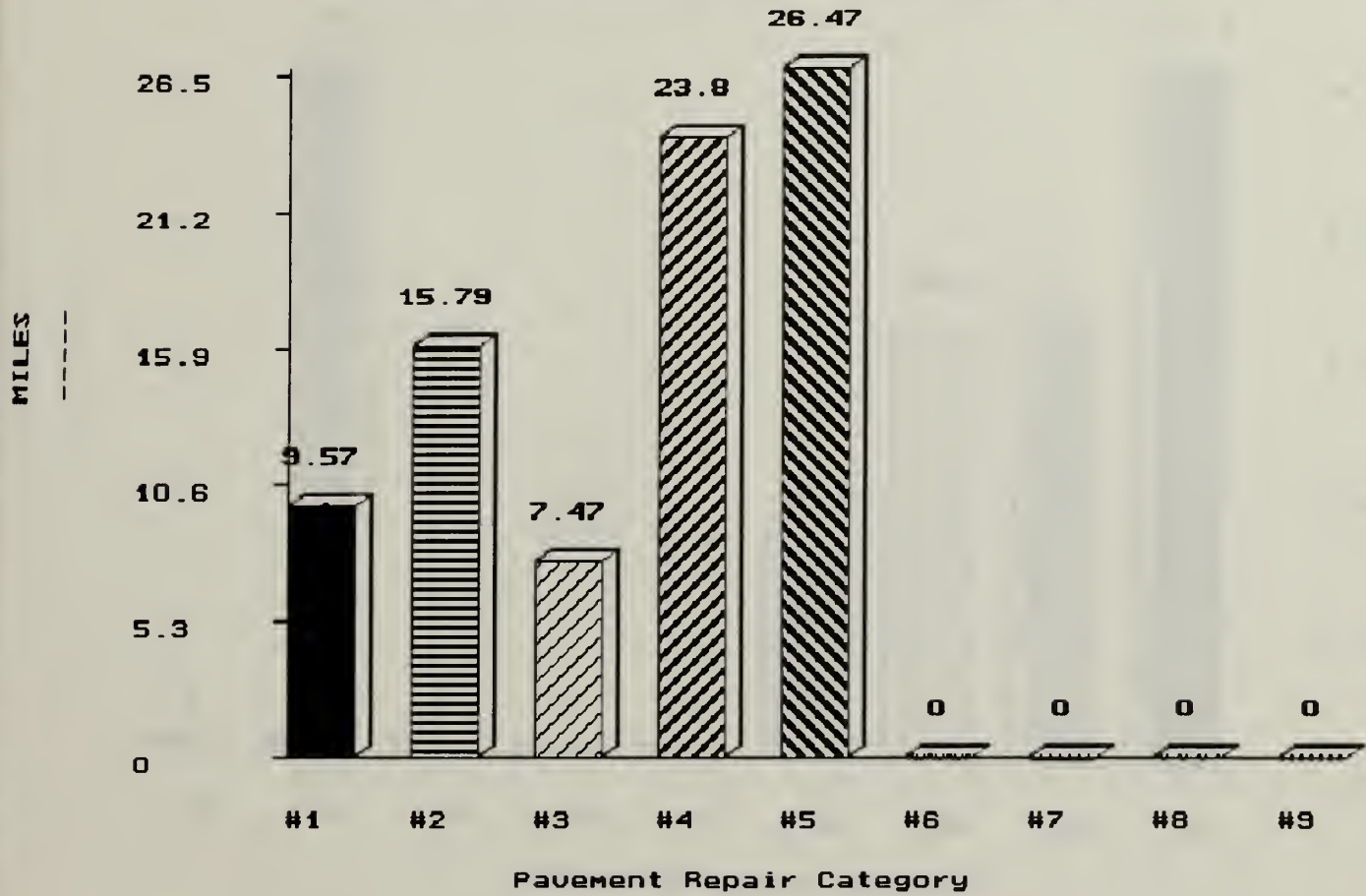
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MILES BY REPAIR CATEGORY AFTER 2001



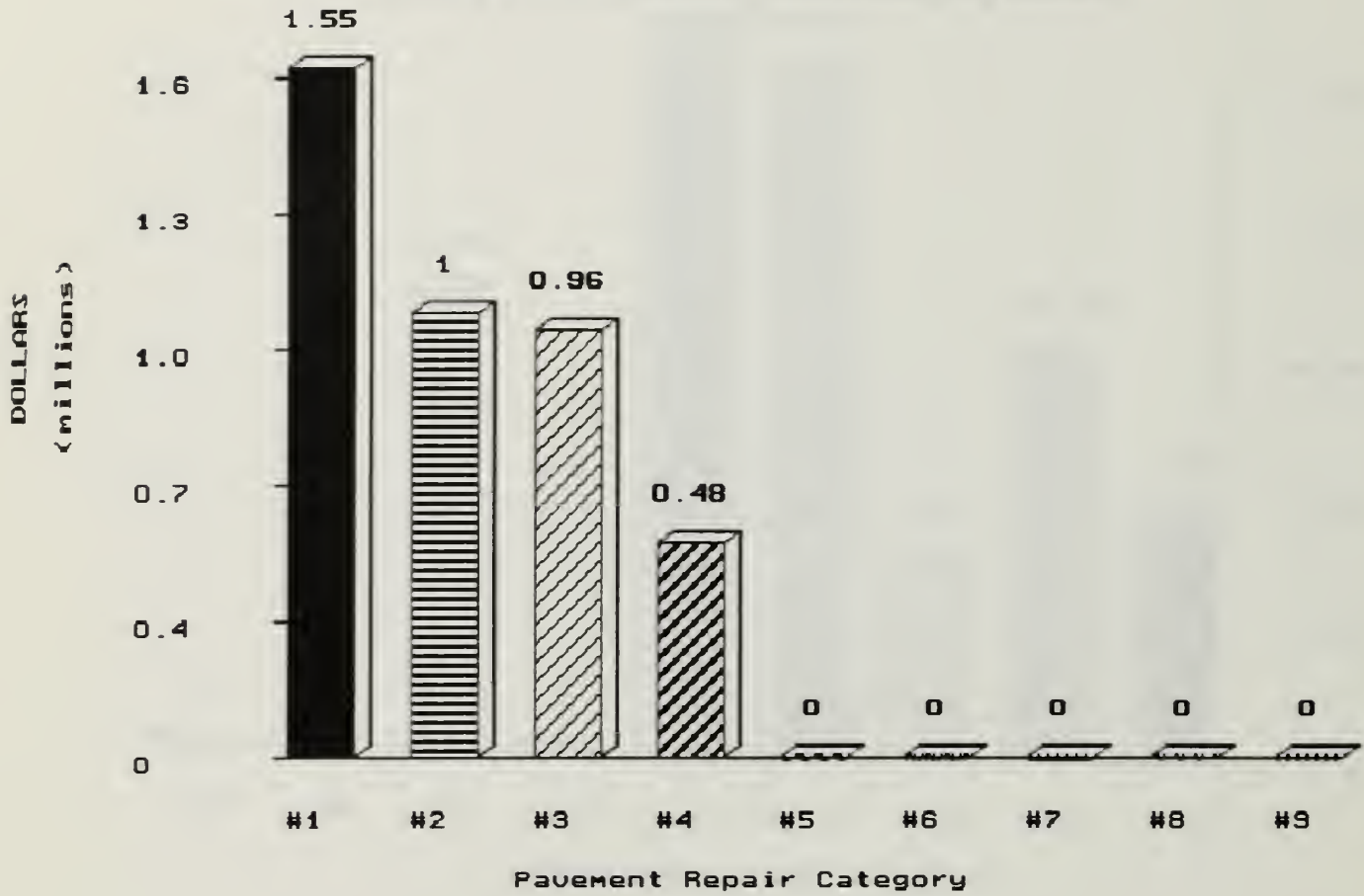
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MILES BY REPAIR CATEGORY AFTER 2002



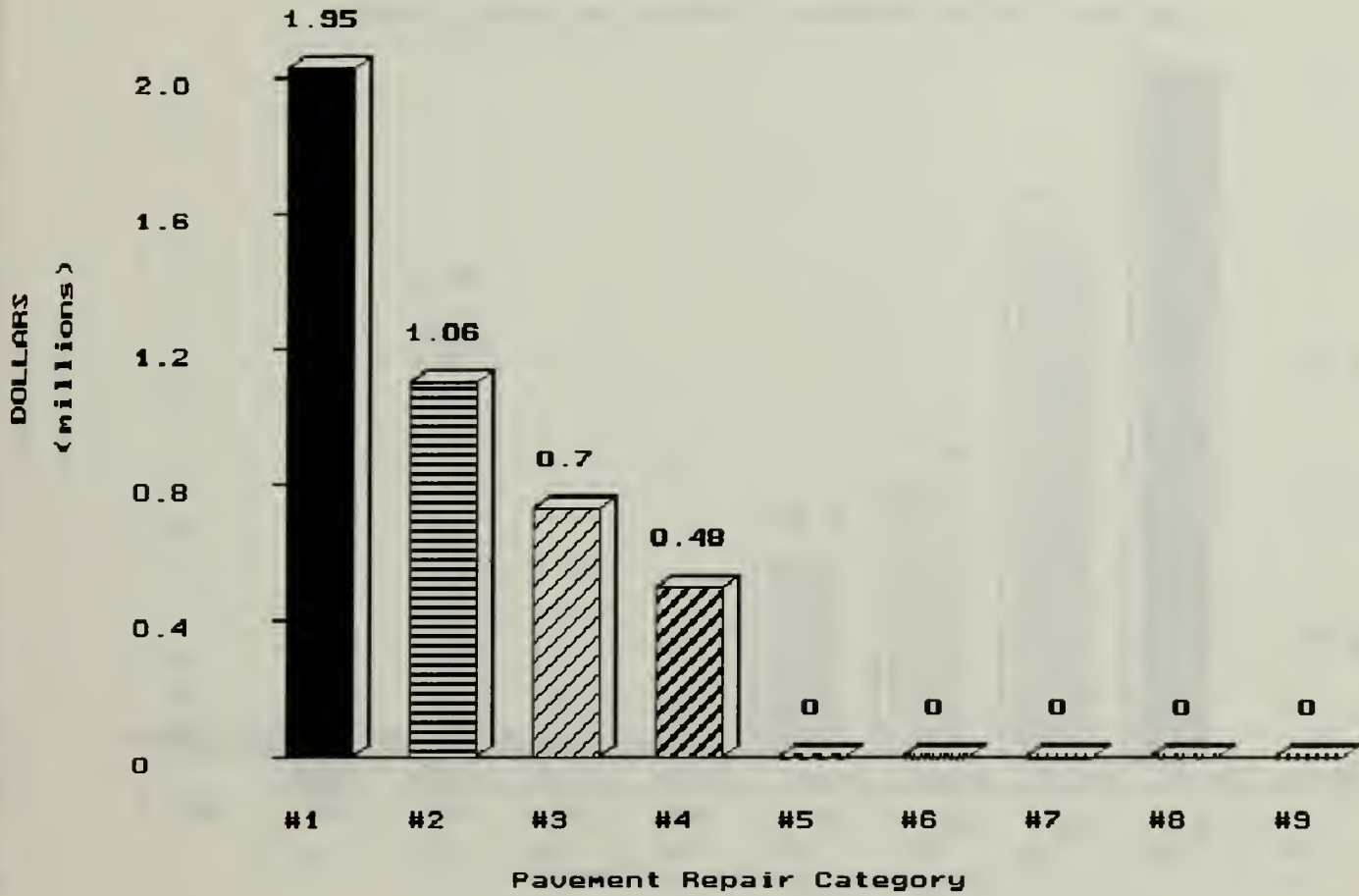
EASTHAMPTON

TOTAL NEEDS BY REPAIR CATEGORY AFTER 1998



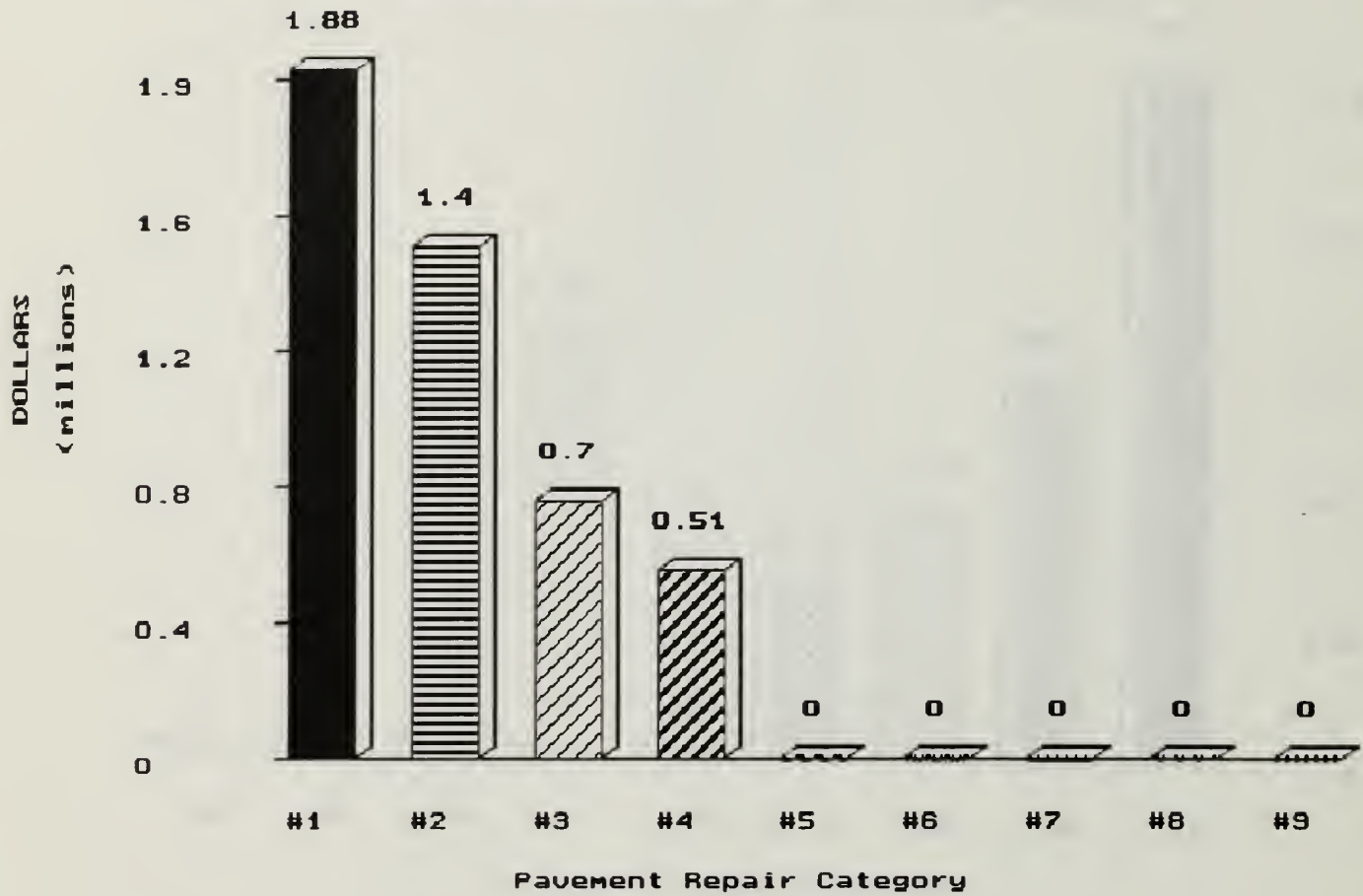
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TOTAL NEEDS BY REPAIR CATEGORY AFTER 1999



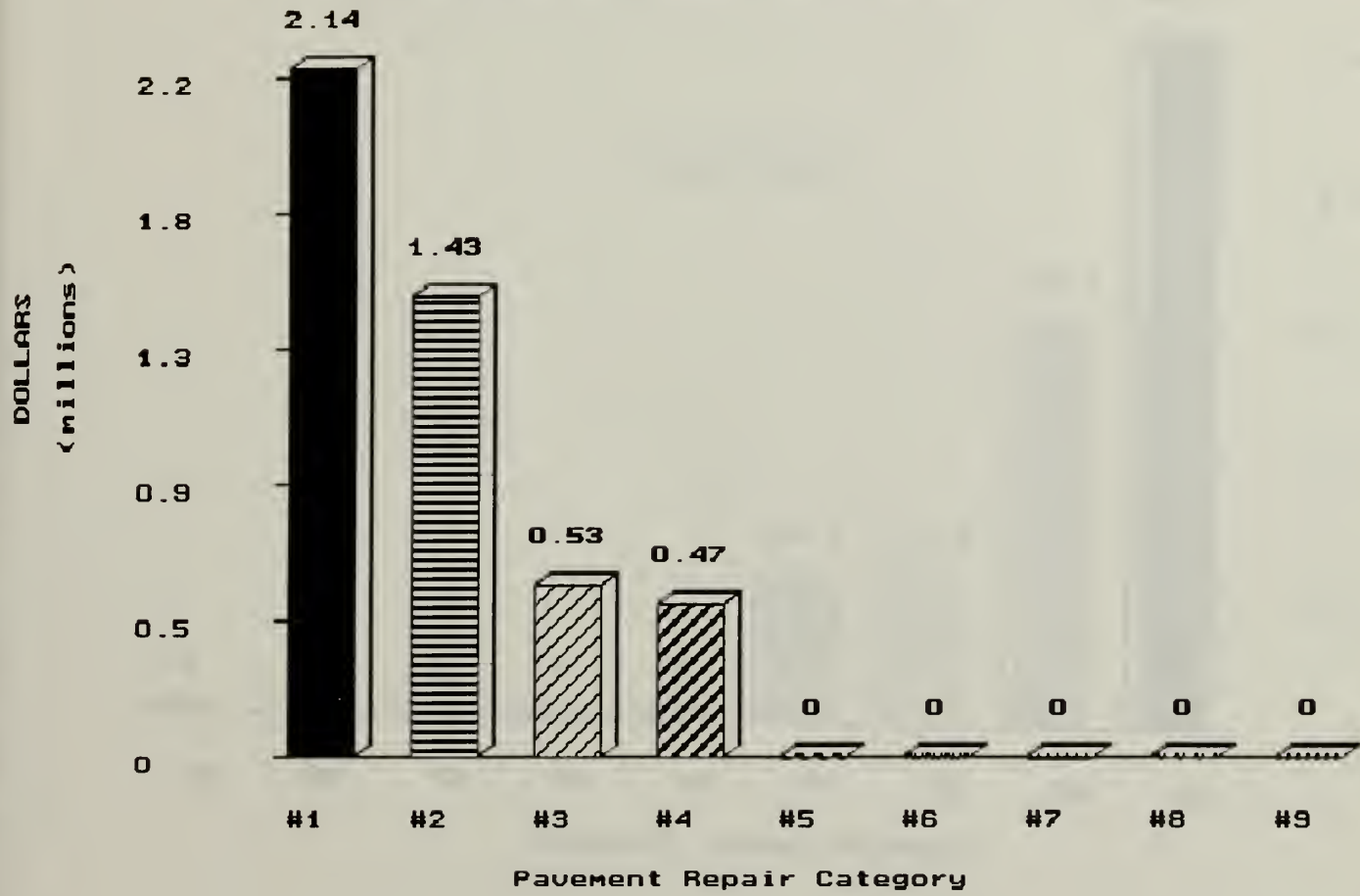
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TOTAL NEEDS BY REPAIR CATEGORY AFTER 2000



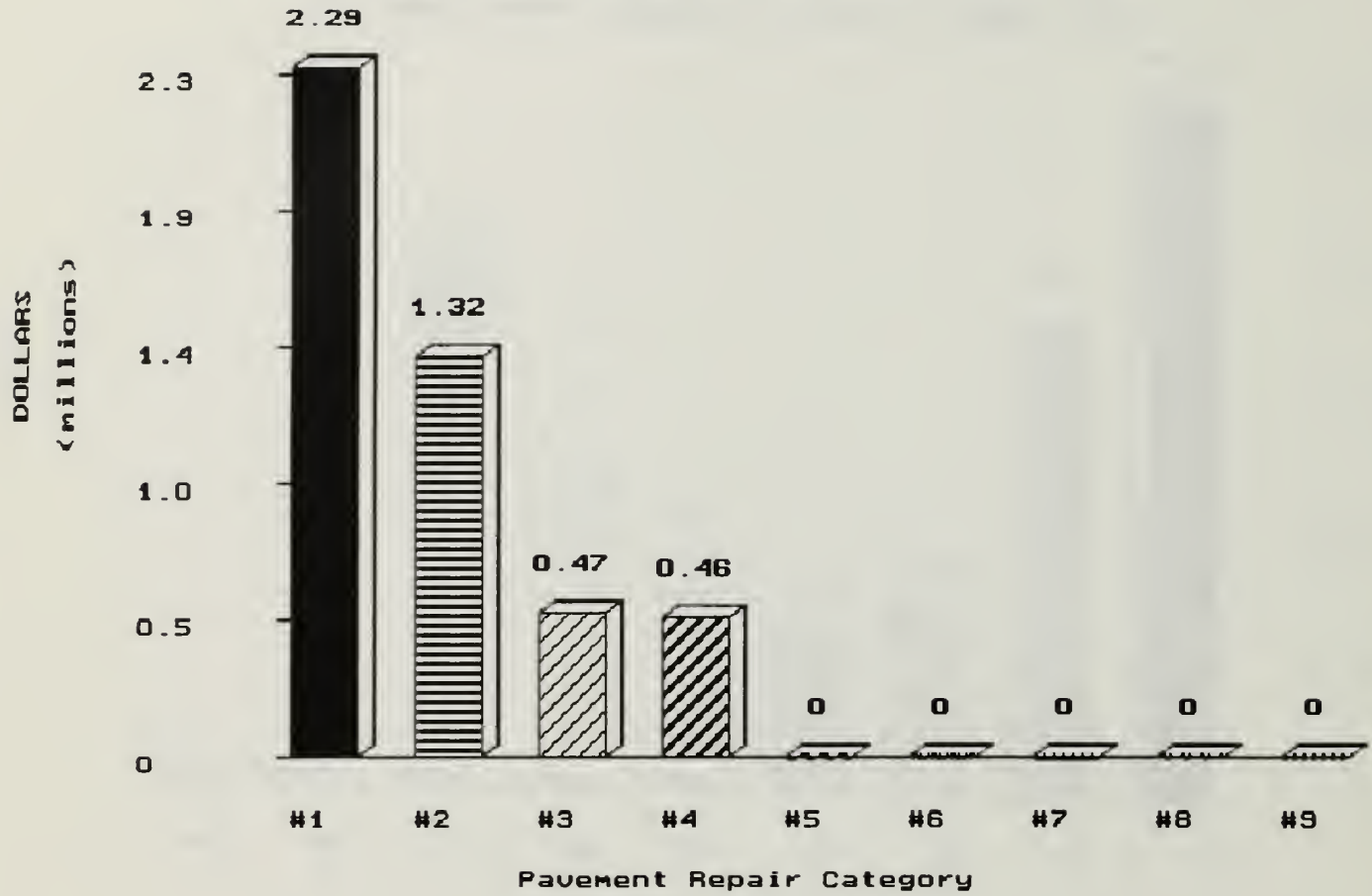
EASTHAMPTON

TOTAL NEEDS BY REPAIR CATEGORY AFTER 2001



EASTHAMPTON

TOTAL NEEDS BY REPAIR CATEGORY AFTER 2002



Deferred Budget



EASTHAMPTON

Plan Budget Input Data
01/12/98

Available Budget For
Asphalt Pavement Improvements

Begin Plan in Year: 1998
Use Inflation Rate: 6.00 %

	Year Total
-----	-----
1998	\$ 0
1999	\$ 0
2000	\$ 0
2001	\$ 0
2002	\$ 1875
2003	\$ 0
2004	\$ 0
2005	\$ 0
2006	\$ 0
2007	\$ 0
2008	\$ 0
2009	\$ 0
2010	\$ 0
2011	\$ 0
2012	\$ 0
2013	\$ 0
2014	\$ 0
2015	\$ 0
2016	\$ 0
2017	\$ 0
Total	\$ 1875

FUTURE CONDITION PROJECTION REPORT
BASED ON PCI

After Year - 1998

PCI Range:	1	2	3	4	5	Average PCI = 76			
Miles	11.0	23.1	22.6	9.8	16.5				

Repair Number:	1	2	3	4	5	6	7	8	9	Total
Miles	9	14	18	26	17	0	0	0	0	83
Thousand Dollars	1729	1237	1013	505	0	0	0	0	0	4483

After Year - 1999

PCI Range:	1	2	3	4	5	Average PCI = 74			
Miles	17.9	20.9	20.2	9.7	14.4				

Repair Number:	1	2	3	4	5	6	7	8	9	Total
Miles	12	16	15	25	14	0	0	0	0	83
Thousand Dollars	2561	1461	831	487	0	0	0	0	0	5341

After Year - 2000

PCI Range:	1	2	3	4	5	Average PCI = 72			
Miles	22.7	25.7	17.8	10.8	5.9				

Repair Number:	1	2	3	4	5	6	7	8	9	Total
Miles	13	23	14	27	6	0	0	0	0	83
Thousand Dollars	2687	2062	795	532	0	0	0	0	0	6076

After Year - 2001

PCI Range:	1	2	3	4	5	Average PCI = 69			
Miles	34.0	16.4	17.4	9.3	5.9				

Repair Number:	1	2	3	4	5	6	7	8	9	Total
Miles	20	21	10	25	6	0	0	0	0	83
Thousand Dollars	4346	1836	616	497	0	0	0	0	0	7295

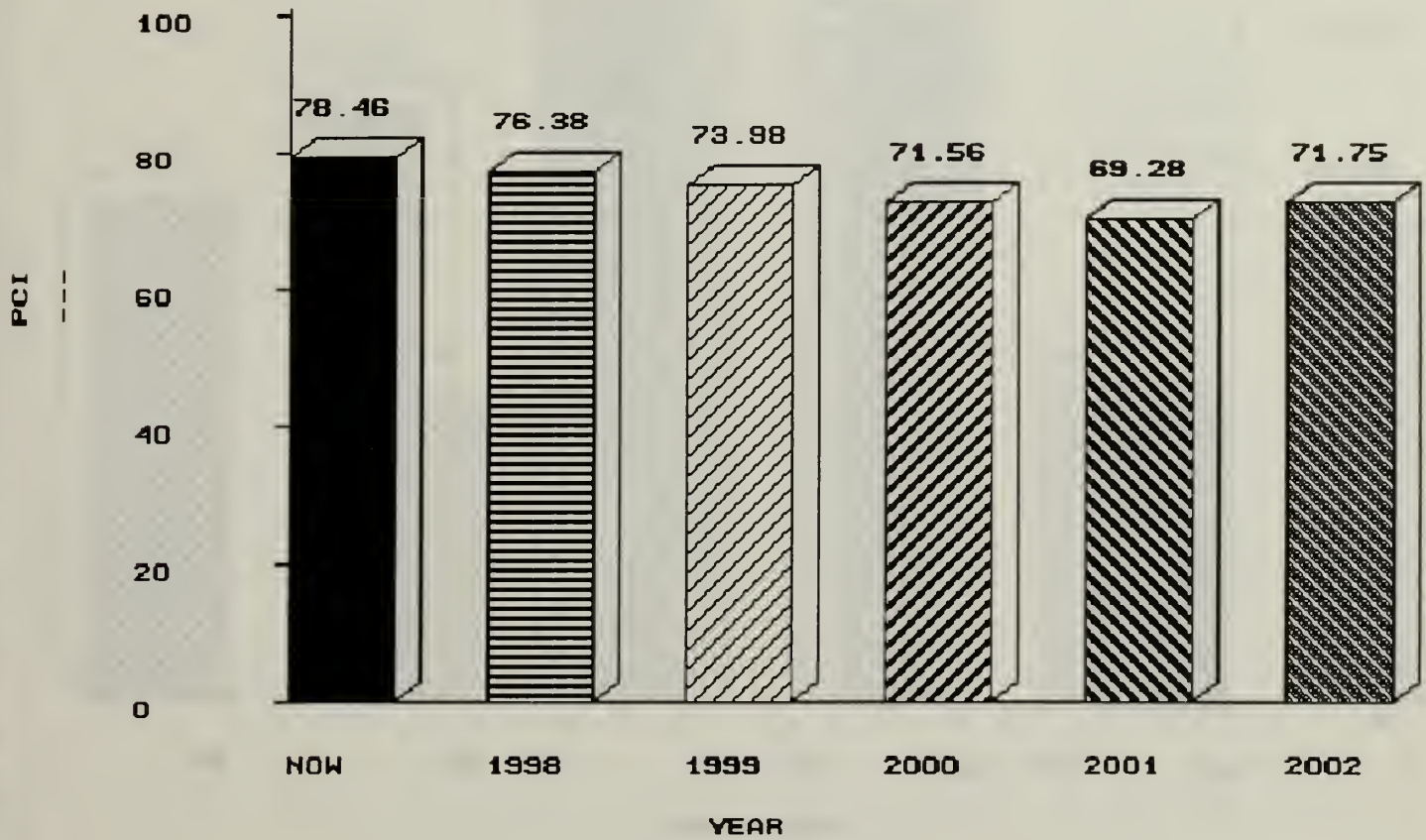
After Year - 2002

PCI Range:	1	2	3	4	5	Average PCI = 72			
Miles	32.0	8.6	16.6	7.7	18.0				

Repair Number:	1	2	3	4	5	6	7	8	9	Total
Miles	17	16	8	24	18	0	0	0	0	83
Thousand Dollars	3740	1385	511	465	0	0	0	0	0	6101

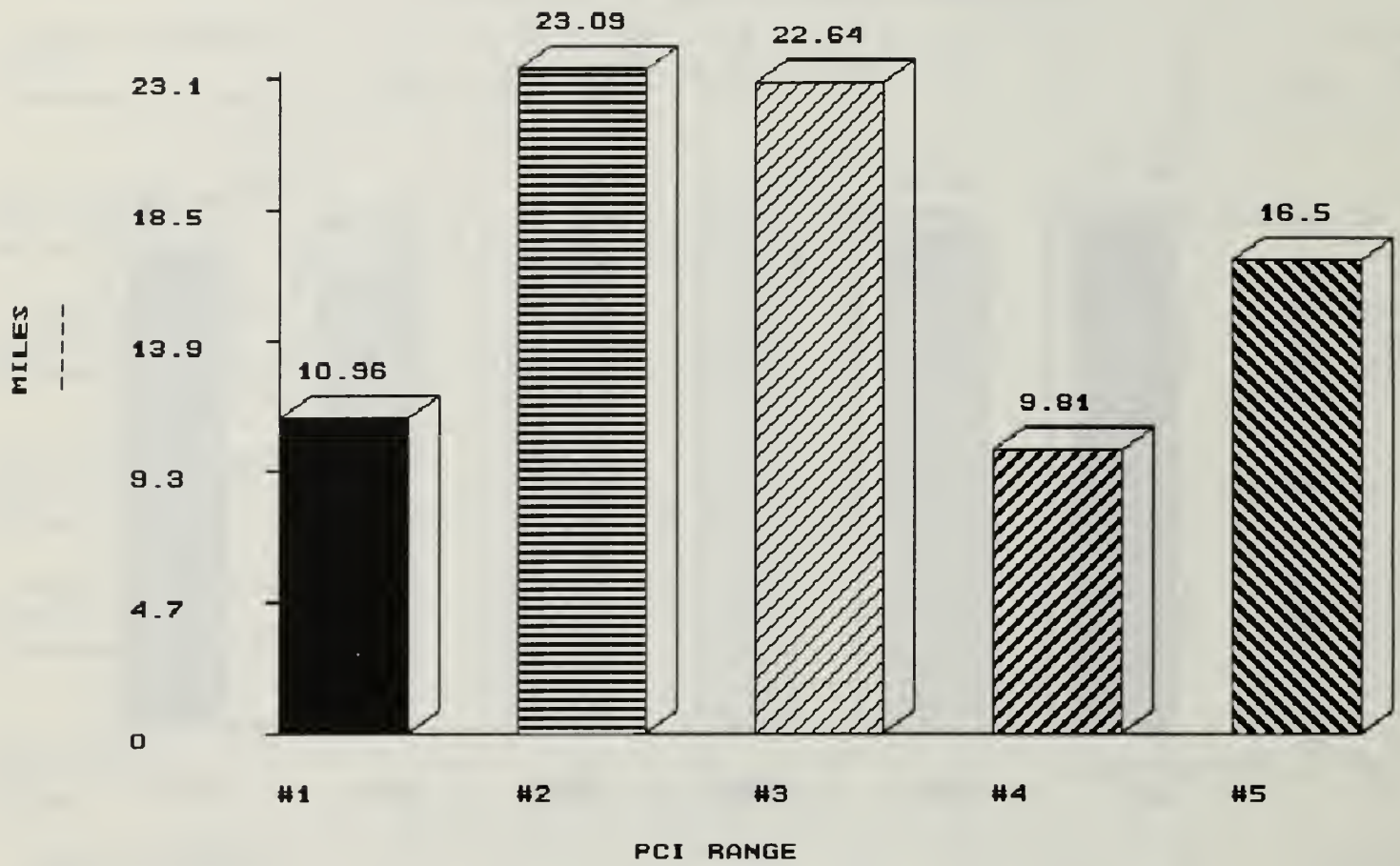
EASTHAMPTON

ESTIMATED AVERAGE FUTURE PCI VALUES



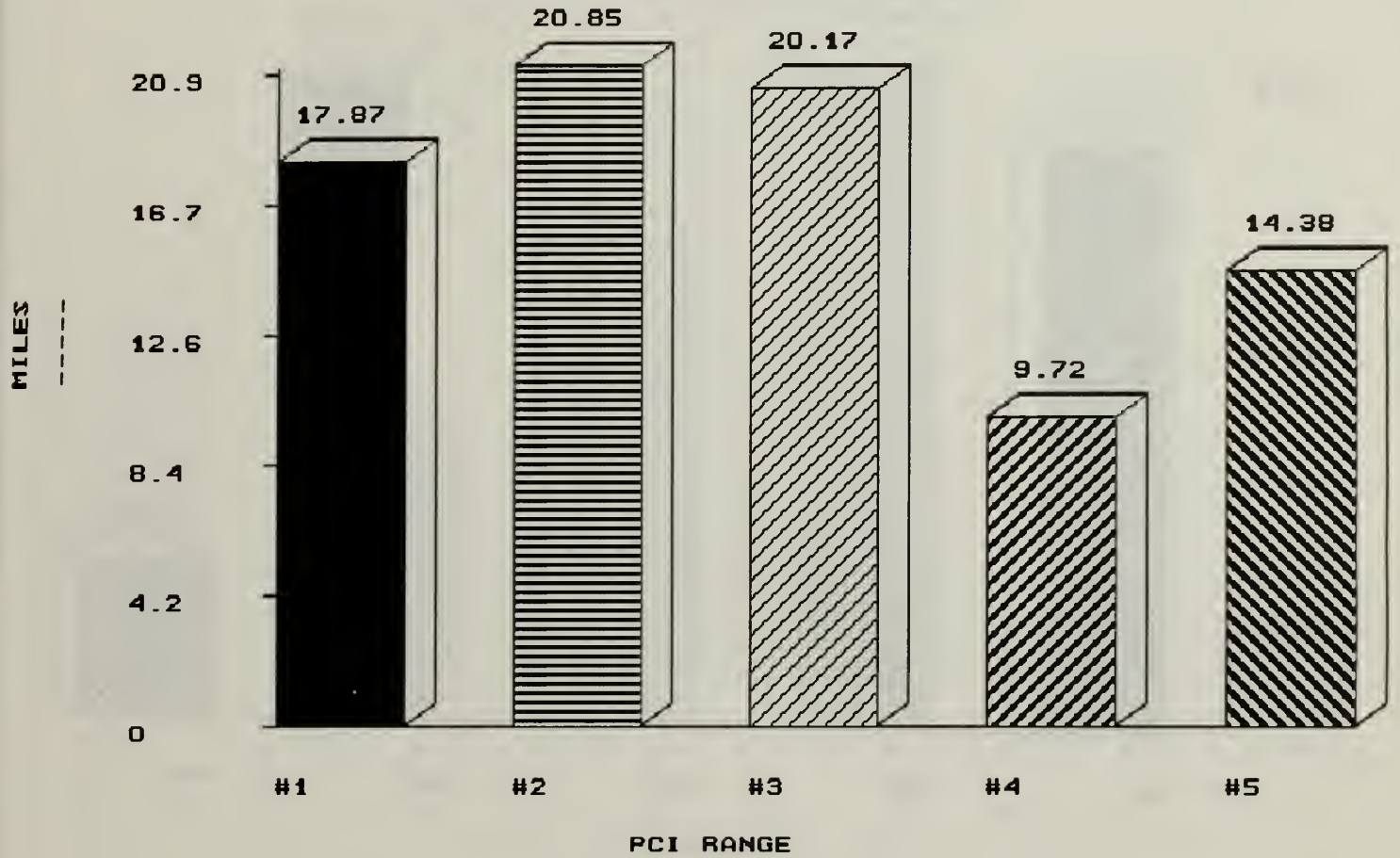
EASTHAMPTON

PCI DISTRIBUTION AFTER 1998



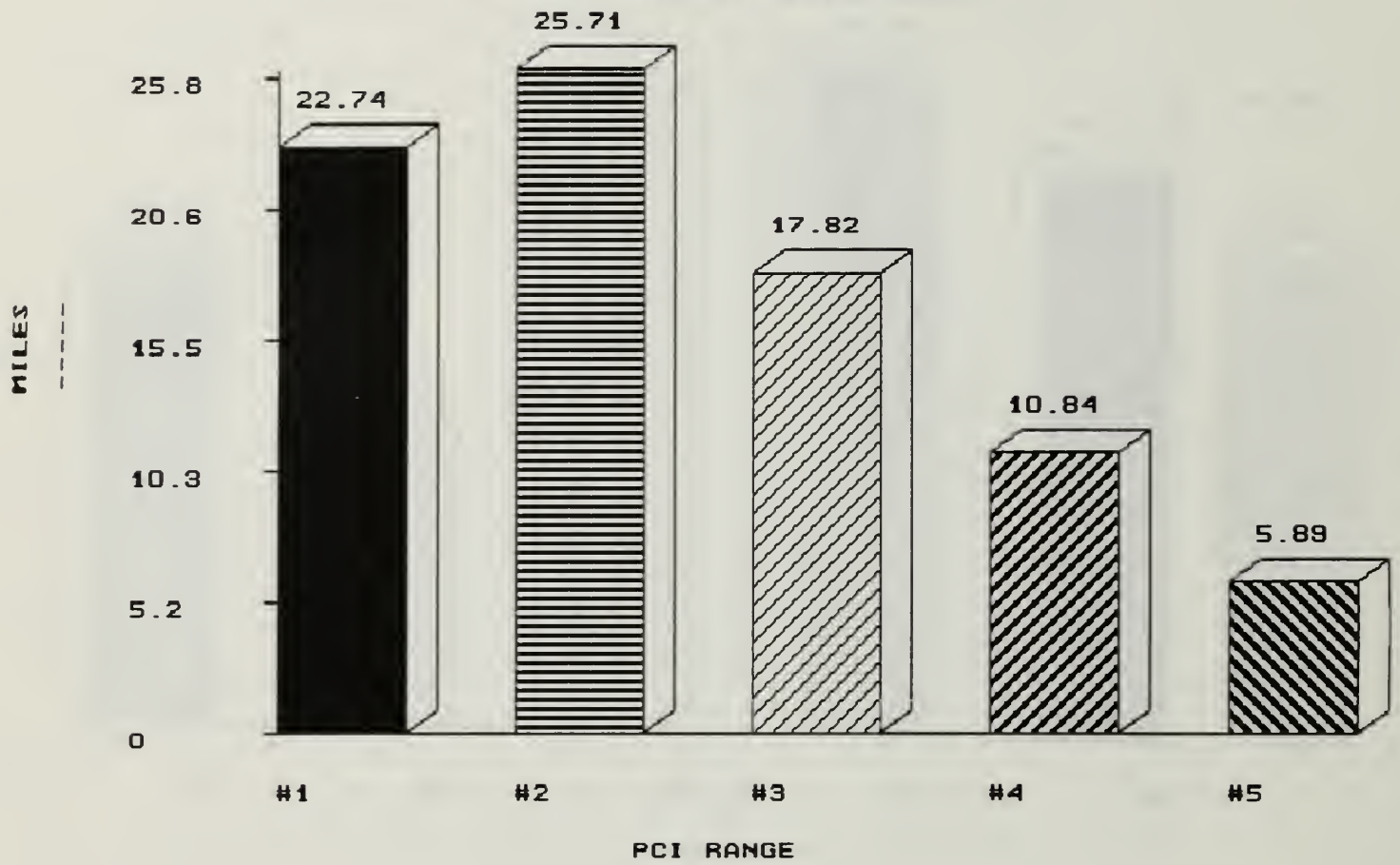
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PCI DISTRIBUTION AFTER 1999



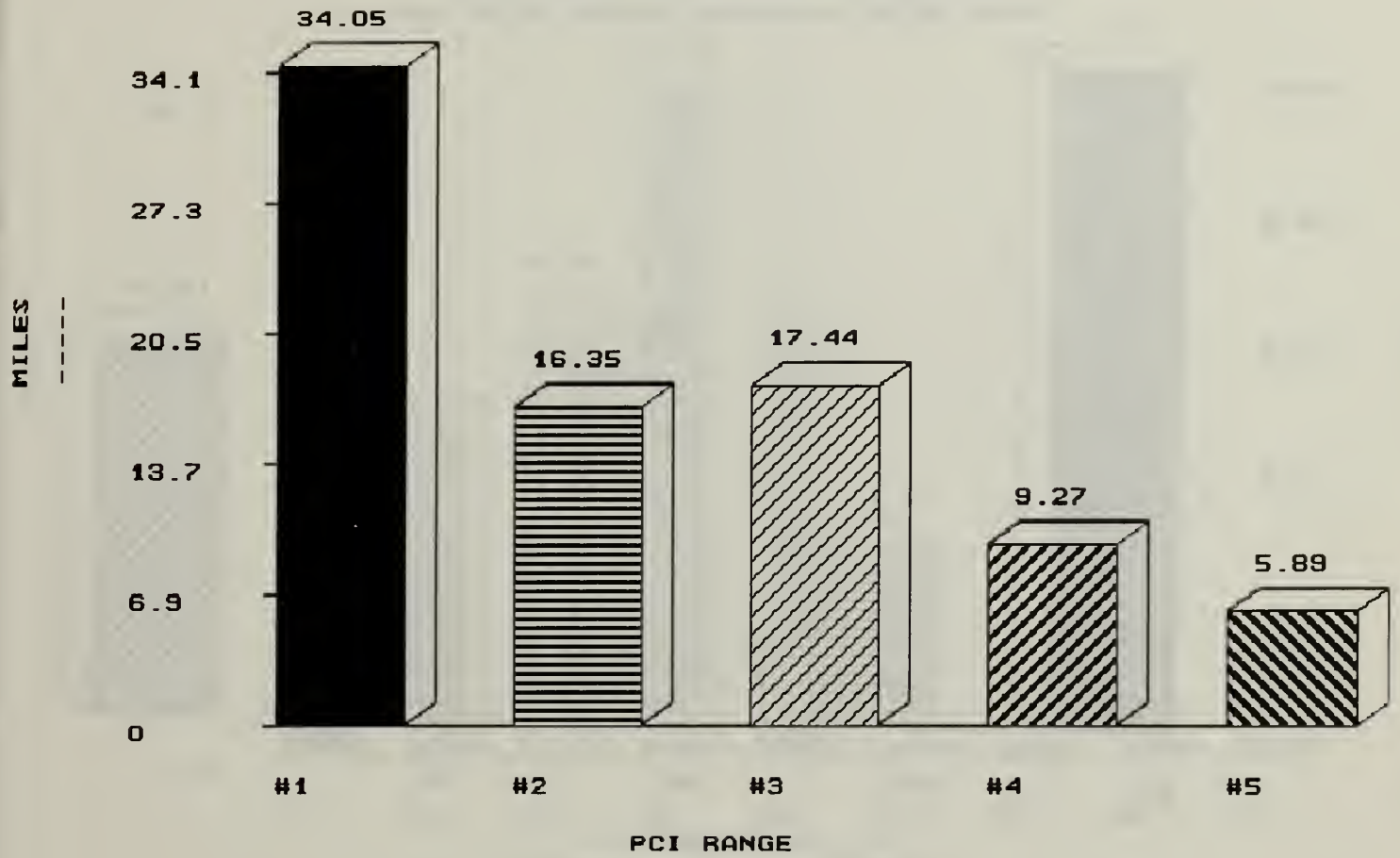
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PCI DISTRIBUTION AFTER 2000



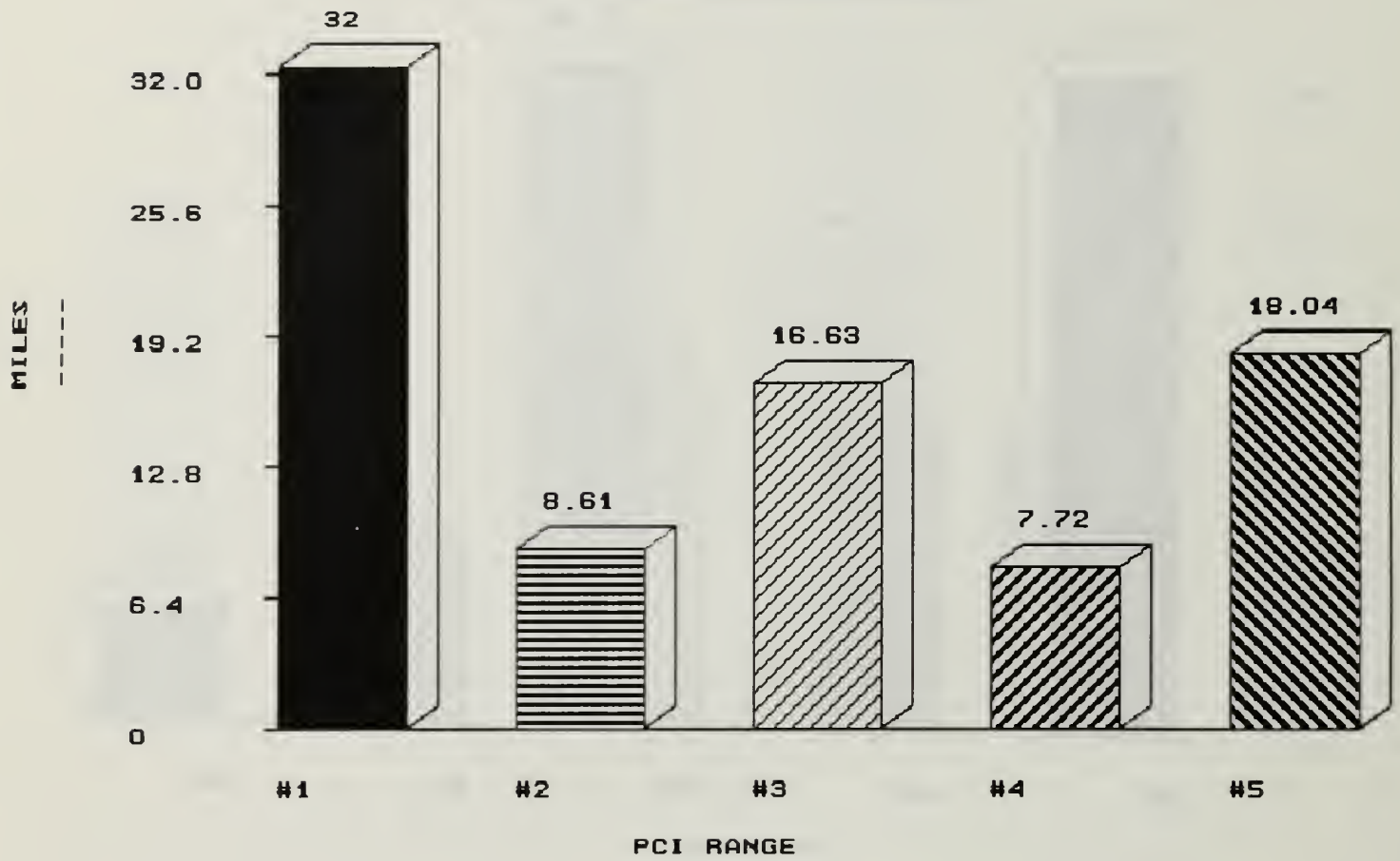
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PCI DISTRIBUTION AFTER 2001



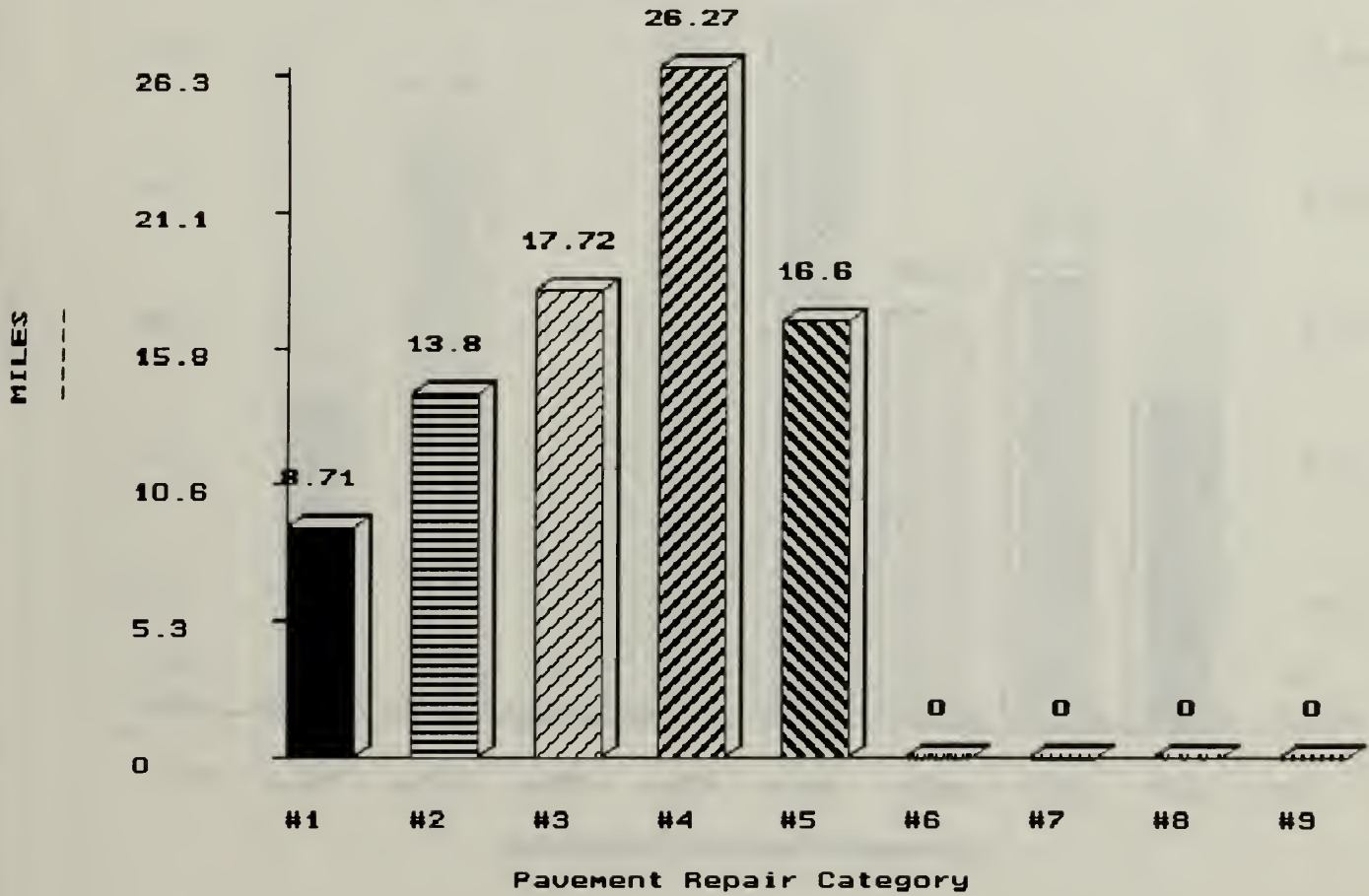
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PCI DISTRIBUTION AFTER 2002



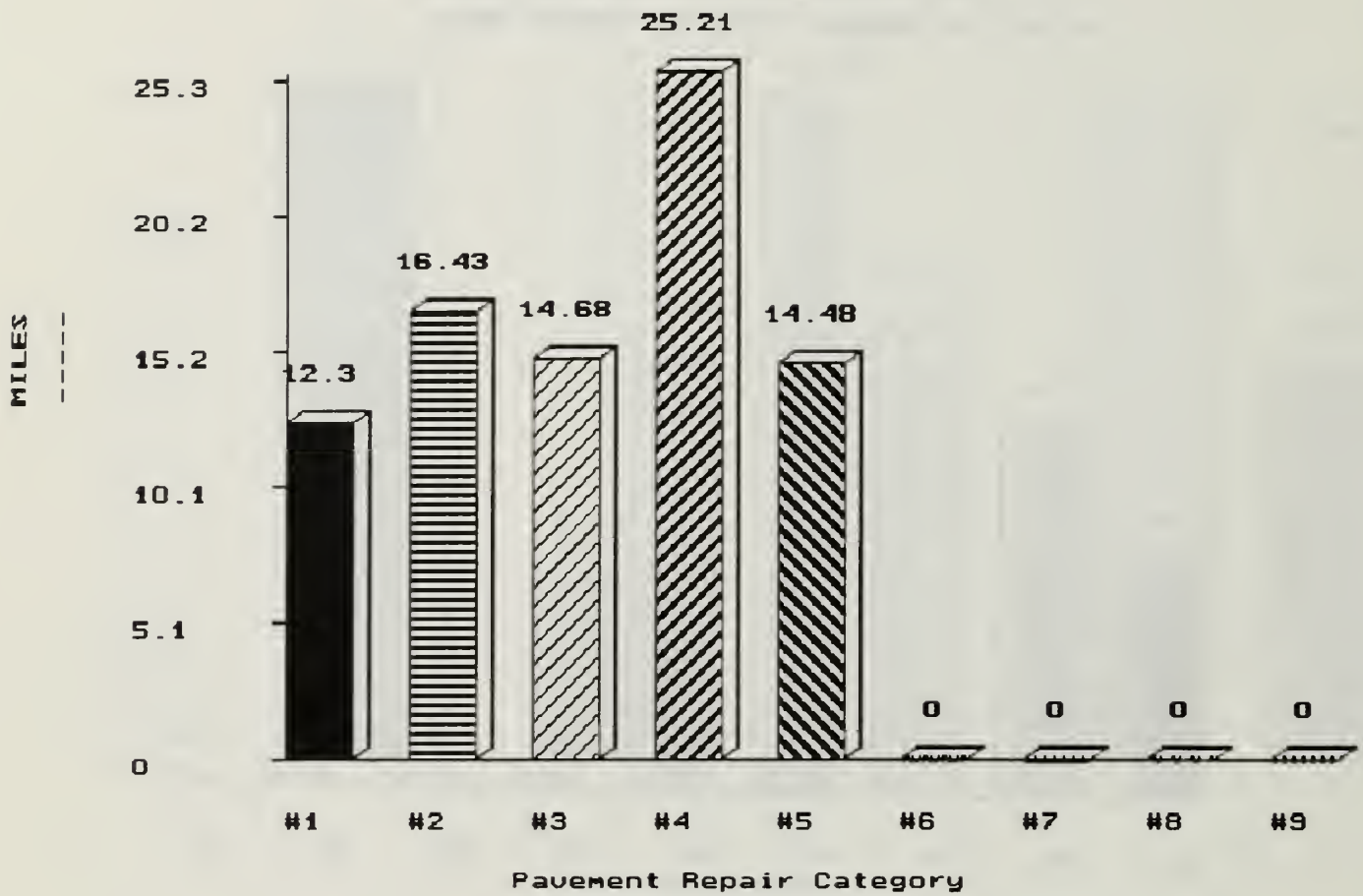
EASTHAMPTON

MILES BY REPAIR CATEGORY AFTER 1998



EASTHAMPTON

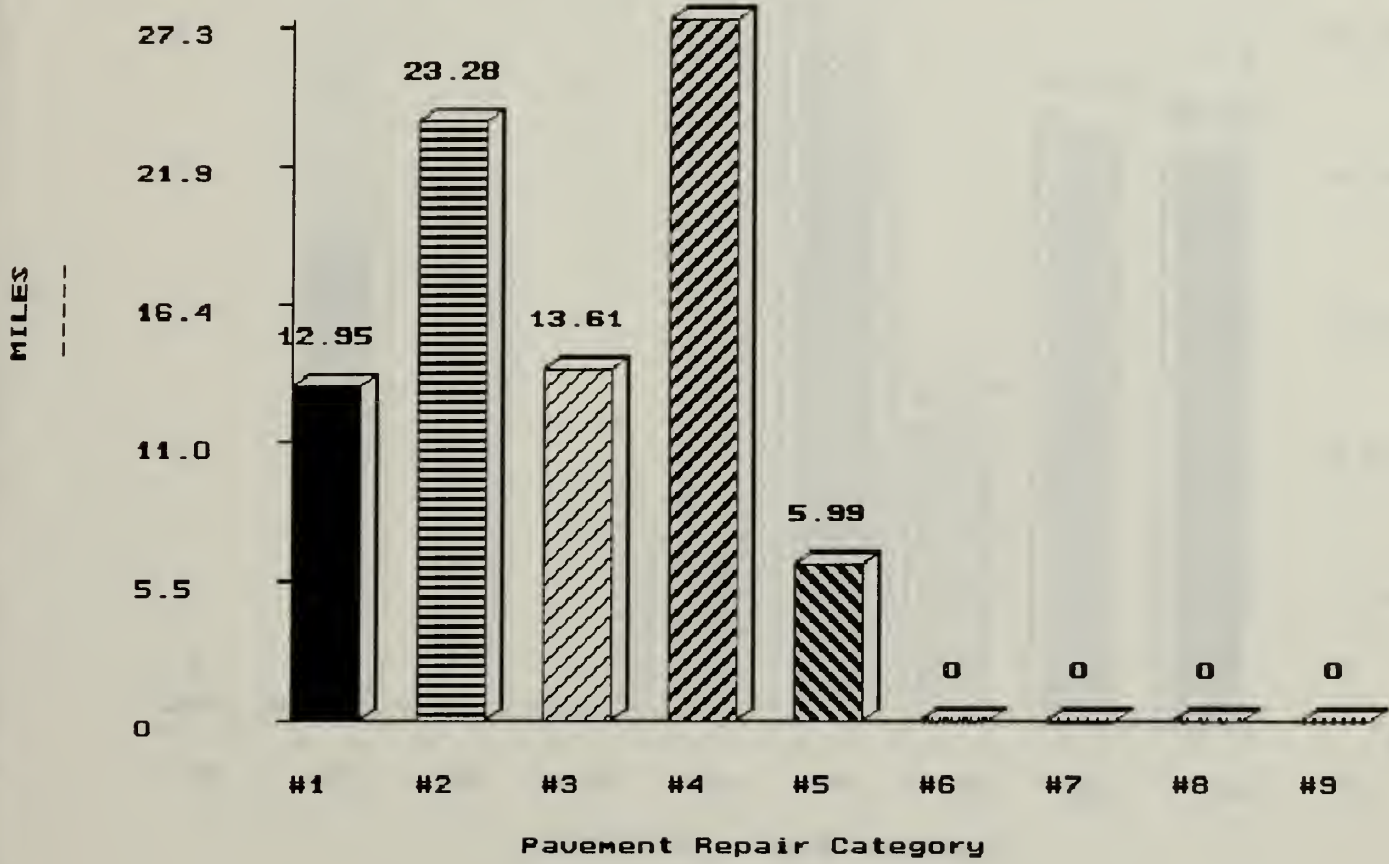
MILES BY REPAIR CATEGORY AFTER 1999



EASTHAMPTON

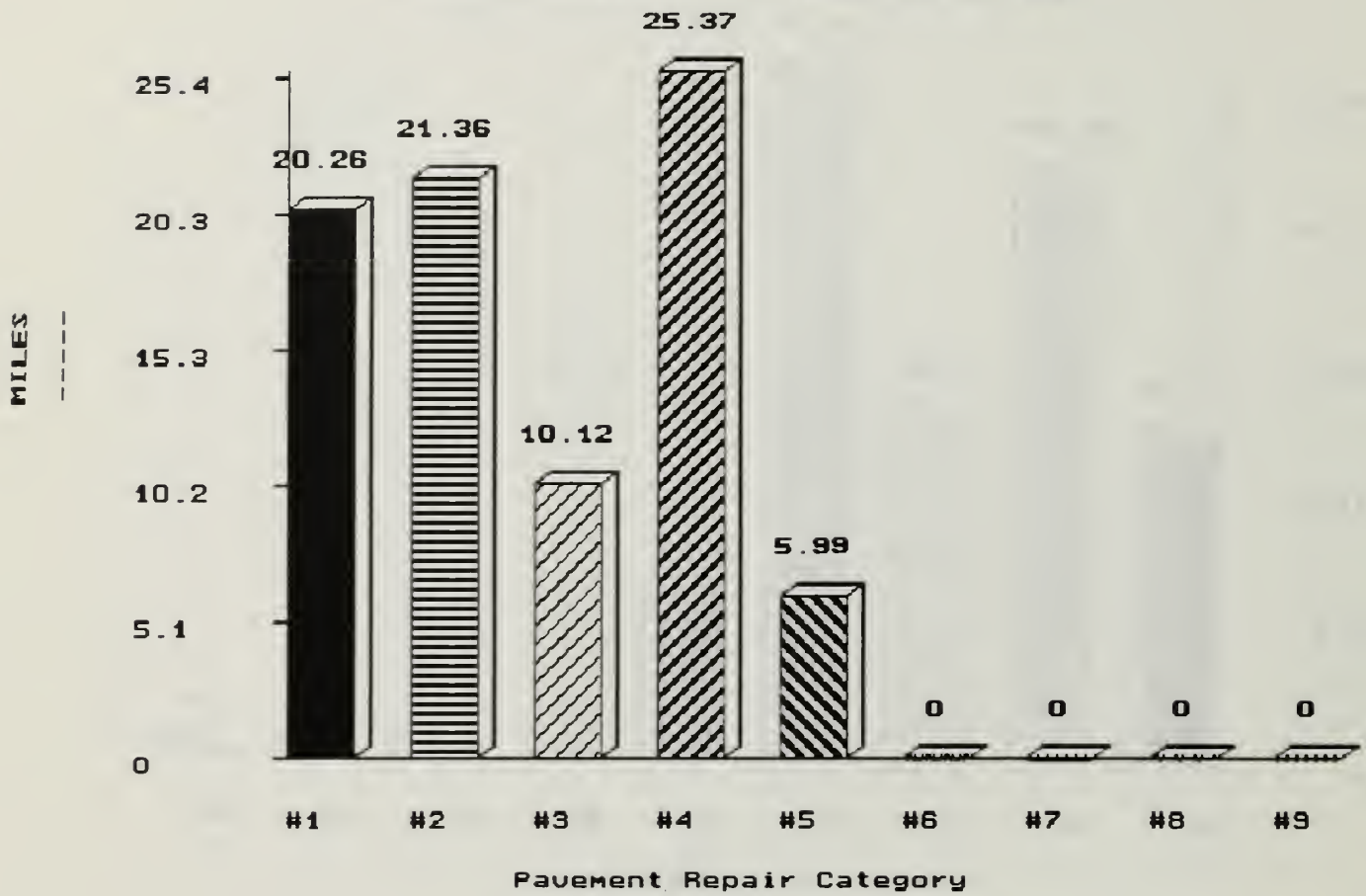
MILES BY REPAIR CATEGORY AFTER 2000

27.27



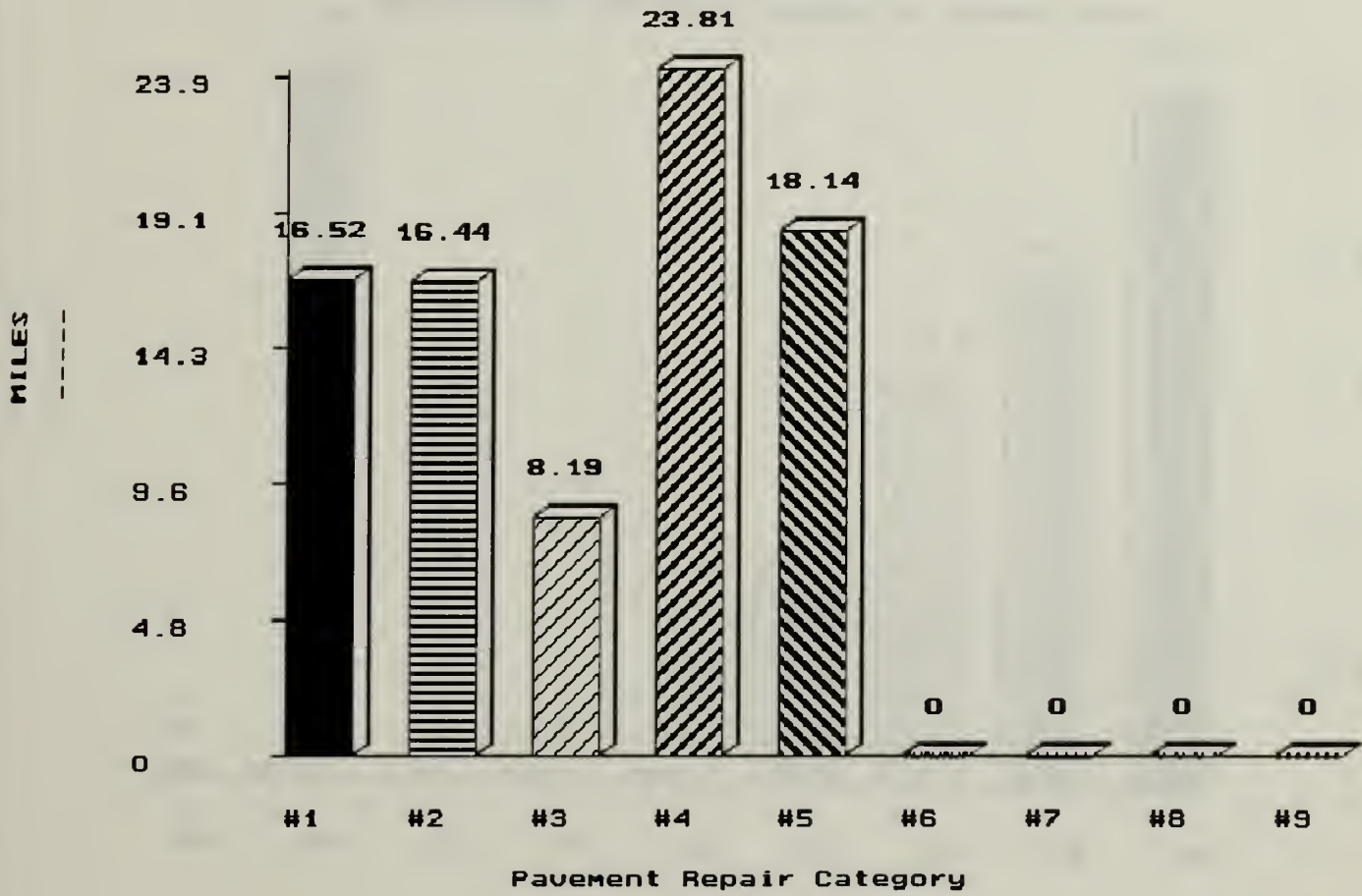
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MILES BY REPAIR CATEGORY AFTER 2001



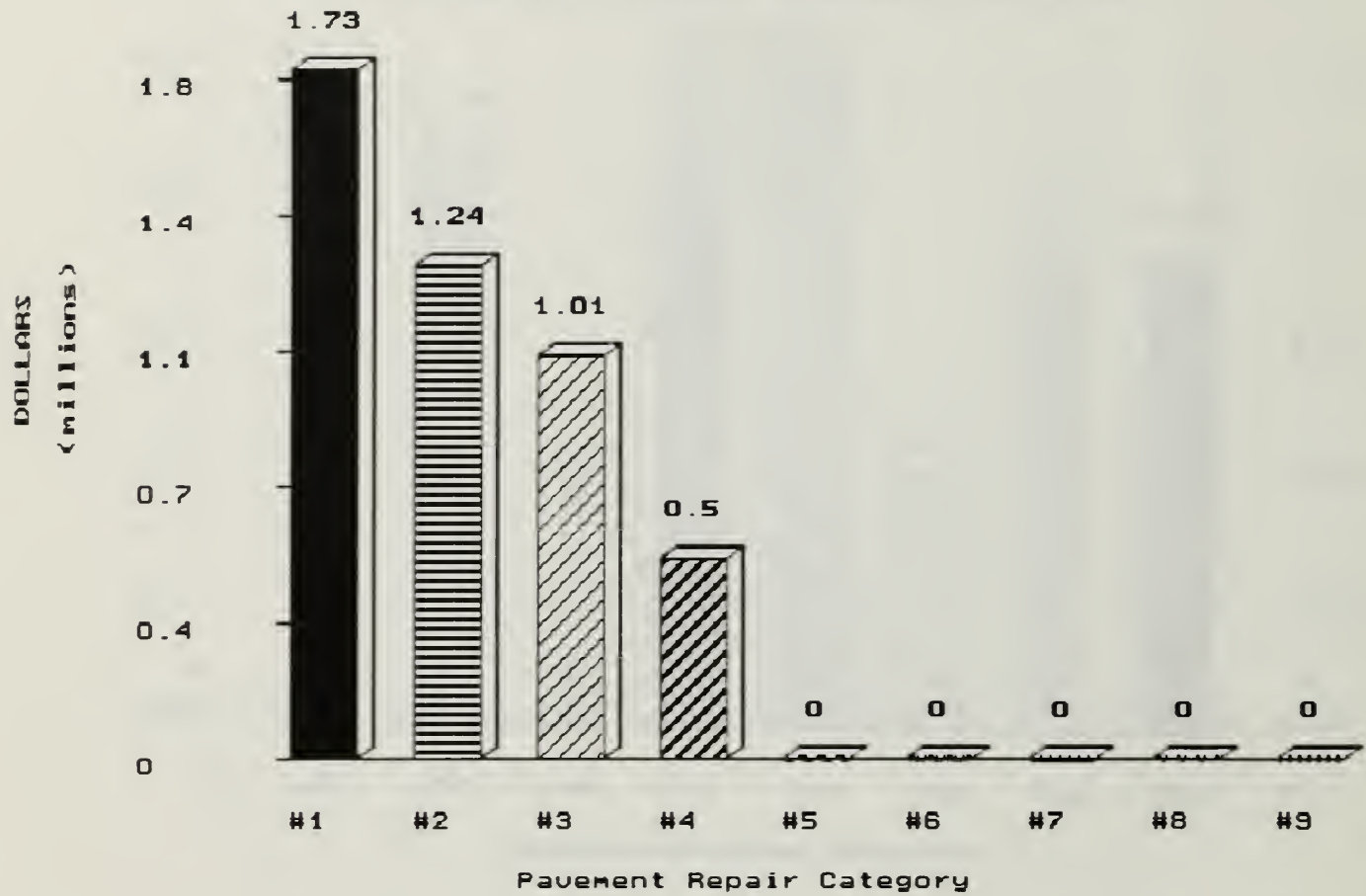
EASTHAMPTON

MILES BY REPAIR CATEGORY AFTER 2002



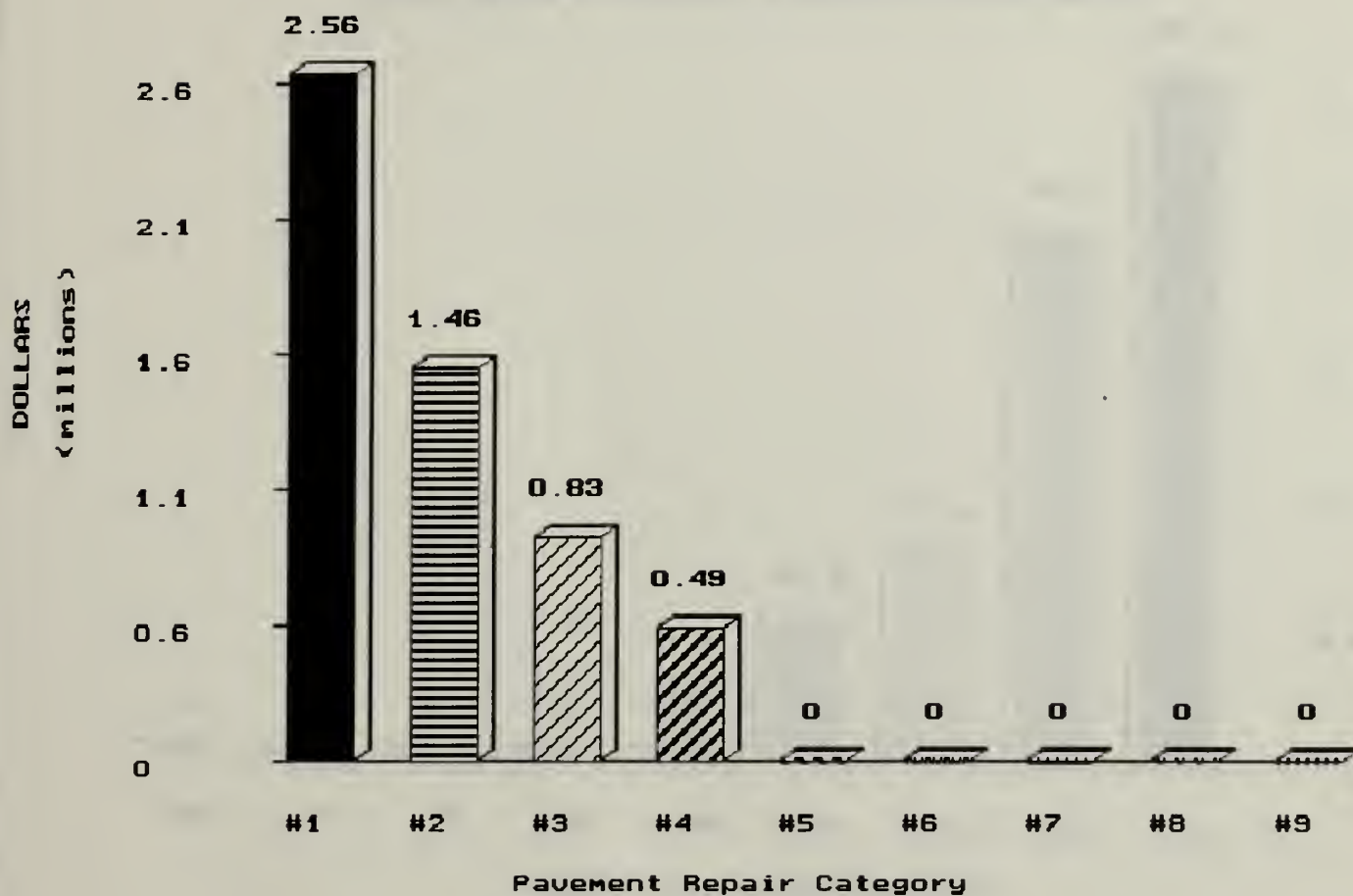
EASTHAMPTON

TOTAL NEEDS BY REPAIR CATEGORY AFTER 1998



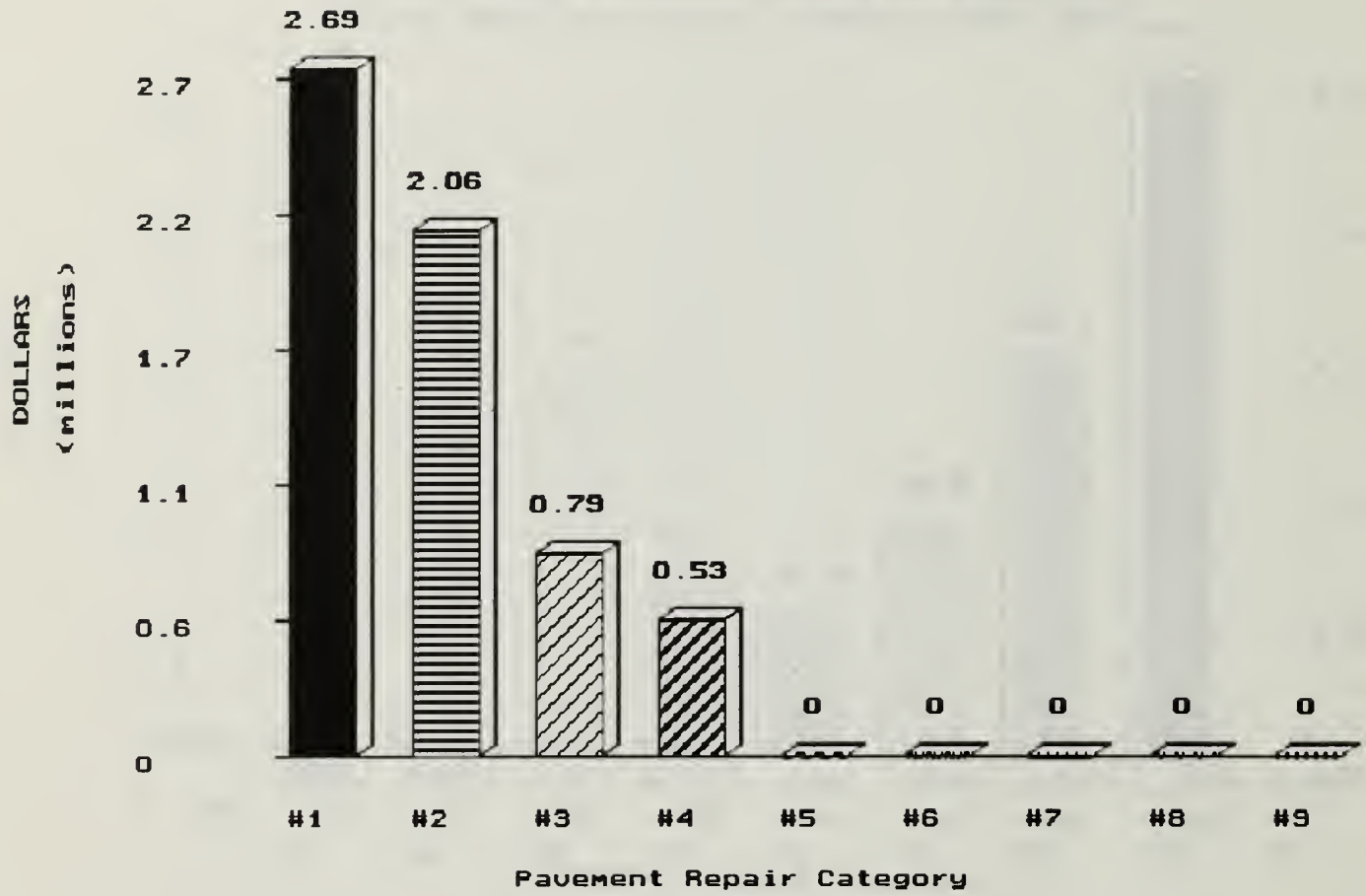
EASTHAMPTON

TOTAL NEEDS BY REPAIR CATEGORY AFTER 1999



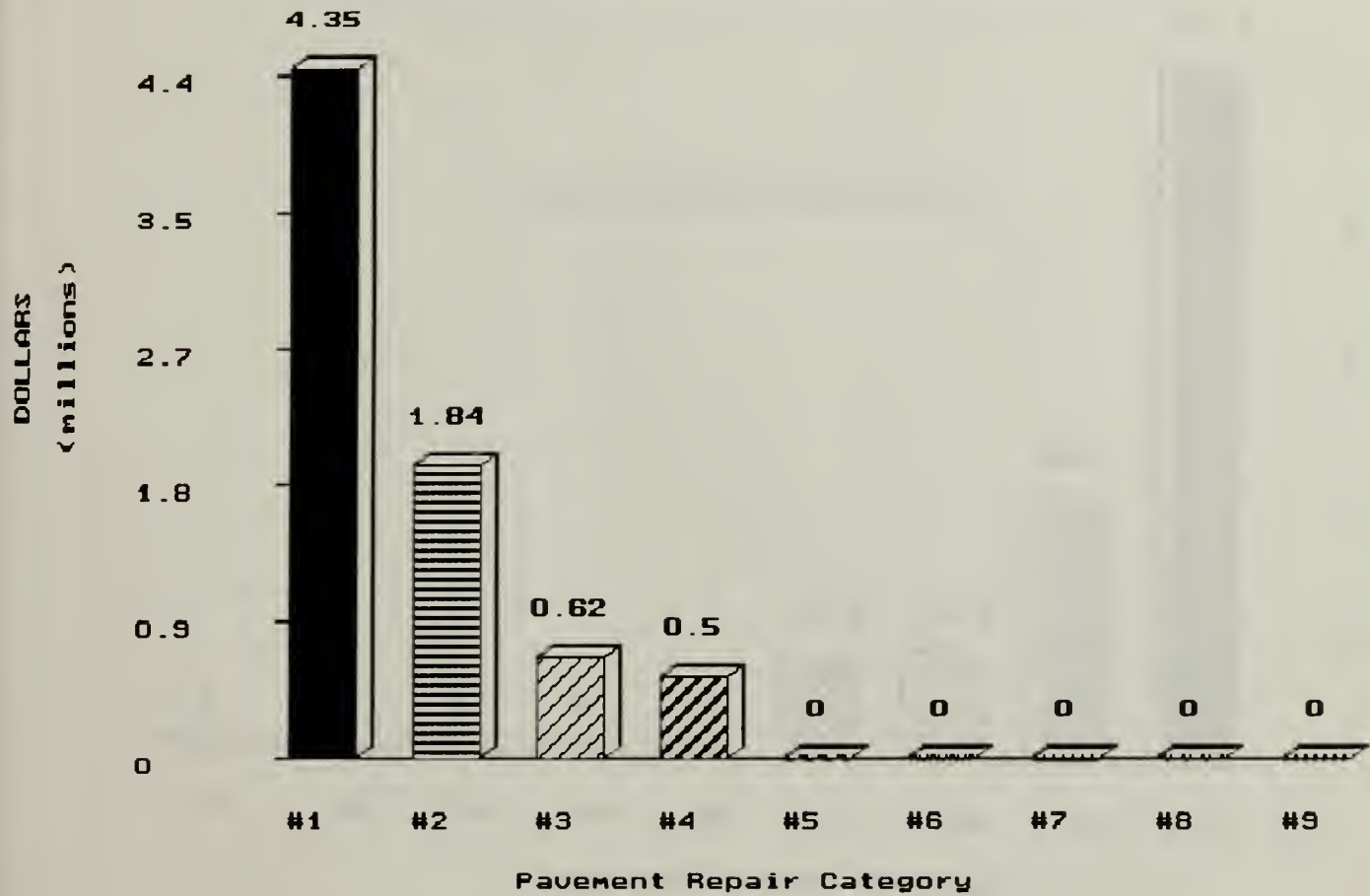
EASTHAMPTON

TOTAL NEEDS BY REPAIR CATEGORY AFTER 2000



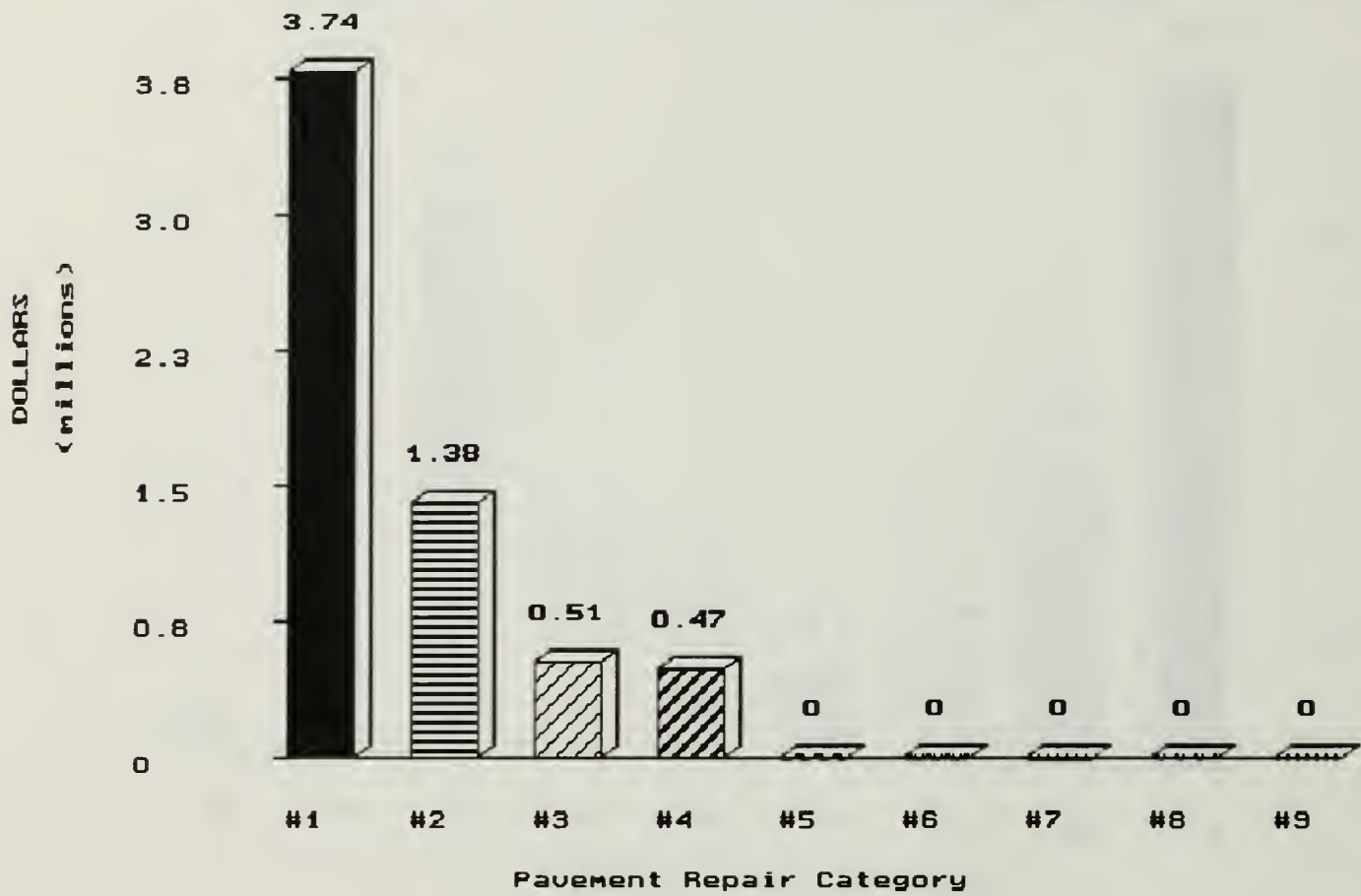
EASTHAMPTON

TOTAL NEEDS BY REPAIR CATEGORY AFTER 2001



EASTHAMPTON

TOTAL NEEDS BY REPAIR CATEGORY AFTER 2002



Budget to maintain present PCI level

EASTHAMPTON

Plan Budget Input Data
01/13/98

Available Budget For
Asphalt Pavement Improvements

Begin Plan in Year: 1998
Use Inflation Rate: 6.00 %

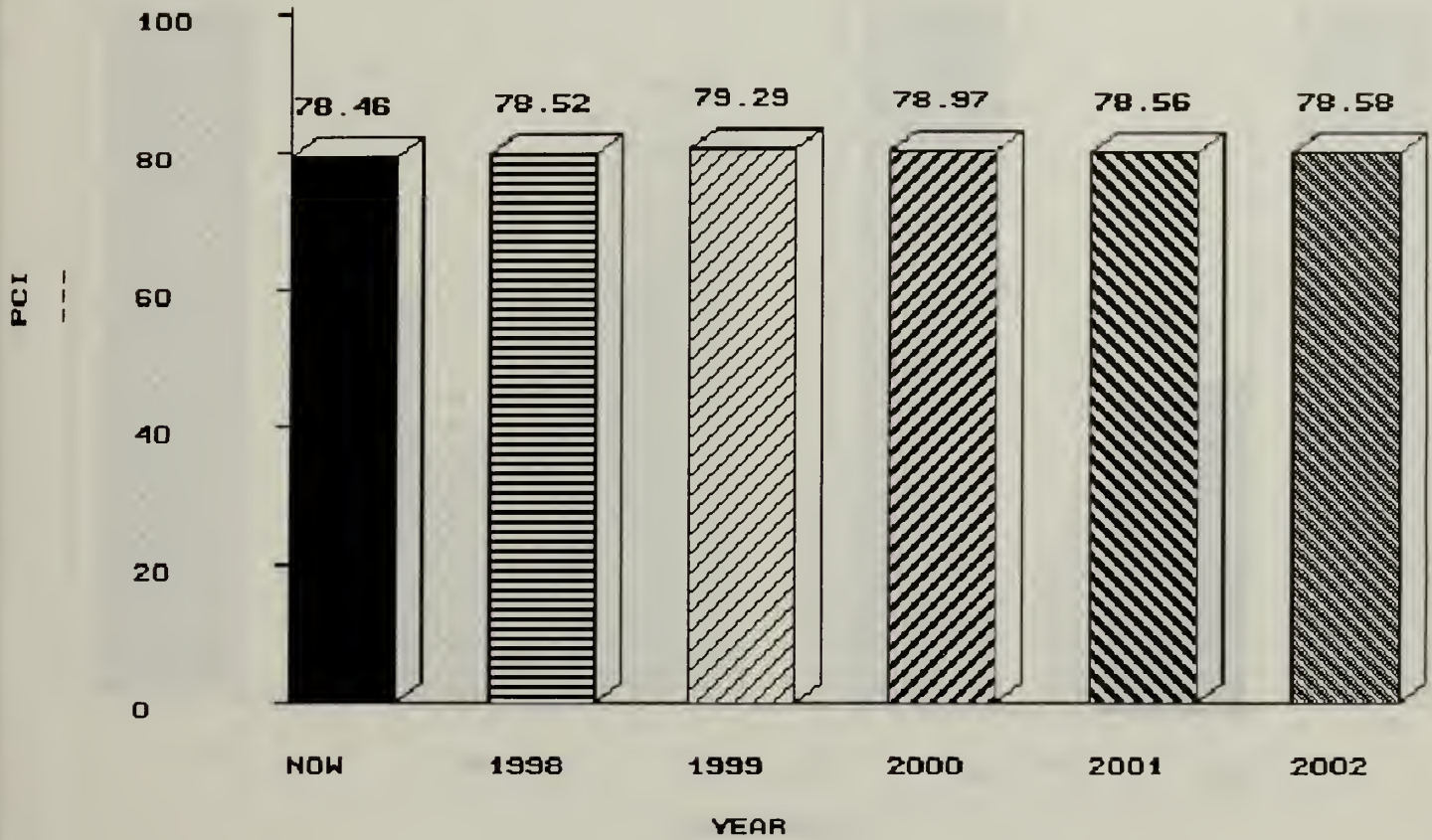
Year	R E P A I R S									Total
	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	
1998	\$ 0	\$ 0	\$ 0	\$ 100	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 100
1999	\$ 0	\$ 0	\$ 0	\$ 200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 200
2000	\$ 0	\$ 0	\$ 0	\$ 200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 200
2001	\$ 0	\$ 0	\$ 0	\$ 200	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 200
2002	\$ 0	\$ 200	\$ 0	\$ 170	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 370
2003	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
2004	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
2005	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
2006	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
2007	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
2008	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
2009	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
2010	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
2011	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
2012	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
2013	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
2014	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
2015	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
2016	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
2017	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total	\$ 0	\$ 200	\$ 0	\$ 870	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1070

FUTURE CONDITION PROJECTION REPORT
BASED ON PCI

After Year - 1998										
PCI Range:	1	2	3	4	5	Average PCI = 79				
Miles	11.0	23.0	18.4	8.2	22.4					
Repair Number:	1	2	3	4	5	6	7	8	9	Total
Miles	9	14	17	21	23	0	0	0	0	83
Thousand Dollars	1729	1237	966	420	0	0	0	0	0	4351
After Year - 1999										
PCI Range:	1	2	3	4	5	Average PCI = 79				
Miles	17.9	19.0	9.2	6.6	30.4					
Repair Number:	1	2	3	4	5	6	7	8	9	Total
Miles	12	16	11	13	31	0	0	0	0	83
Thousand Dollars	2561	1461	594	272	0	0	0	0	0	4889
After Year - 2000										
PCI Range:	1	2	3	4	5	Average PCI = 79				
Miles	22.7	16.9	3.2	9.4	30.7					
Repair Number:	1	2	3	4	5	6	7	8	9	Total
Miles	13	23	4	13	31	0	0	0	0	83
Thousand Dollars	2687	1999	210	262	0	0	0	0	0	5159
After Year - 2001										
PCI Range:	1	2	3	4	5	Average PCI = 79				
Miles	33.9	5.7	0.5	3.6	39.3					
Repair Number:	1	2	3	4	5	6	7	8	9	Total
Miles	20	19	0	4	39	0	0	0	0	83
Thousand Dollars	4346	1639	8	93	0	0	0	0	0	6087
After Year - 2002										
PCI Range:	1	2	3	4	5	Average PCI = 79				
Miles	35.5	2.3	0.0	4.5	40.8					
Repair Number:	1	2	3	4	5	6	7	8	9	Total
Miles	22	16	0	4	41	0	0	0	0	83
Thousand Dollars	4790	1305	8	69	0	0	0	0	0	6172

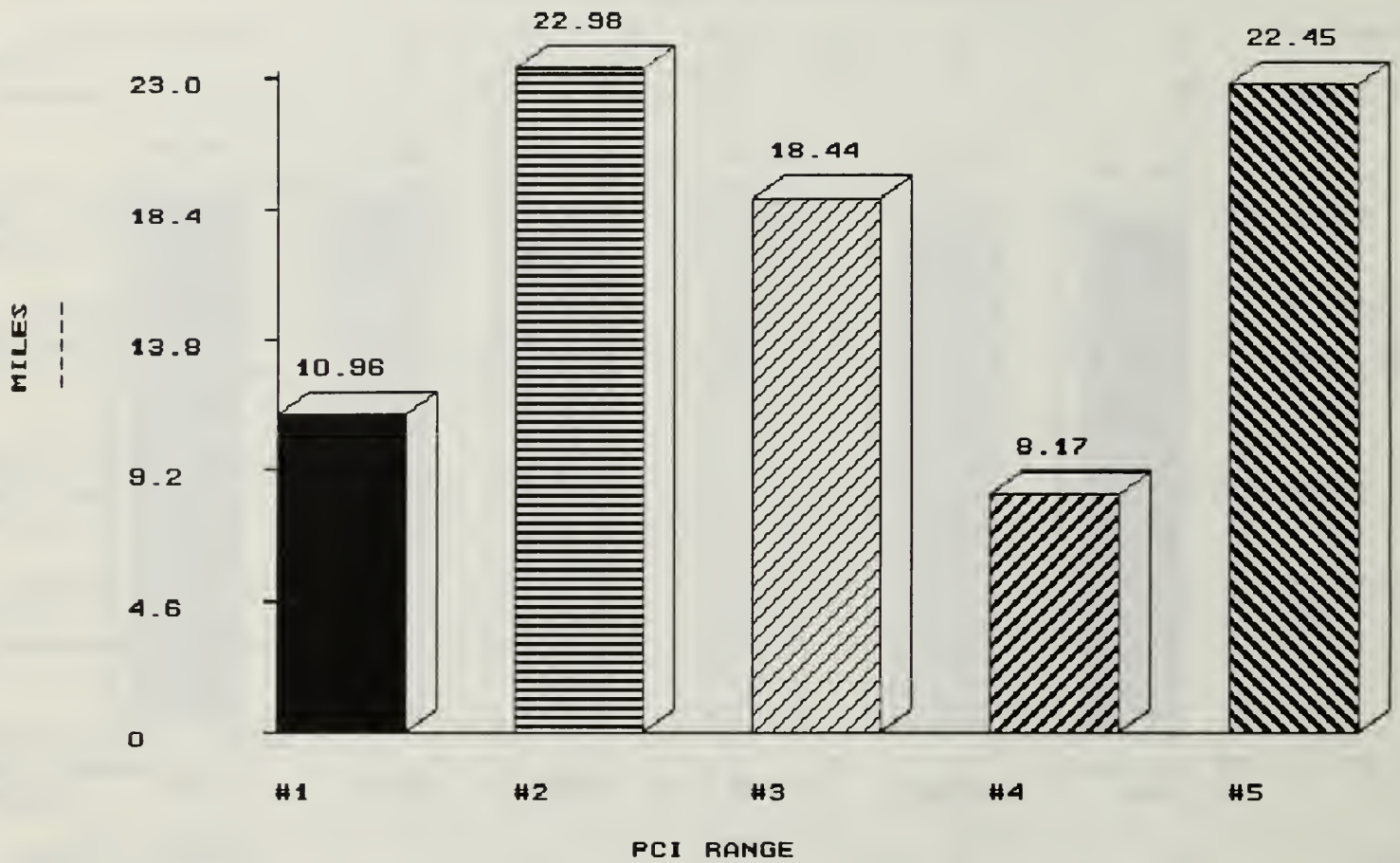
EASTHAMPTON

ESTIMATED AVERAGE FUTURE PCI VALUES



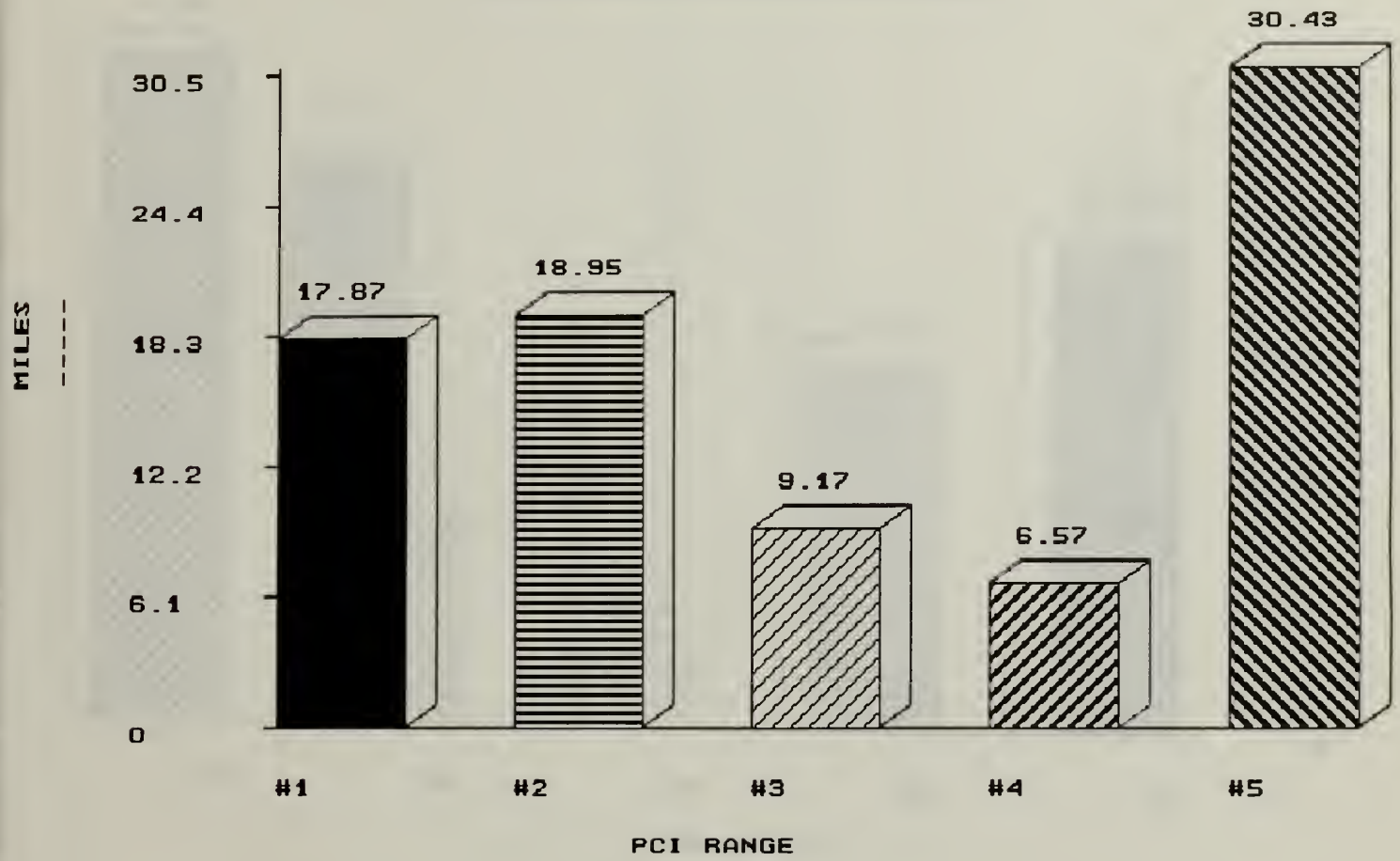
EASTHAMPTON

PCI DISTRIBUTION AFTER 1998



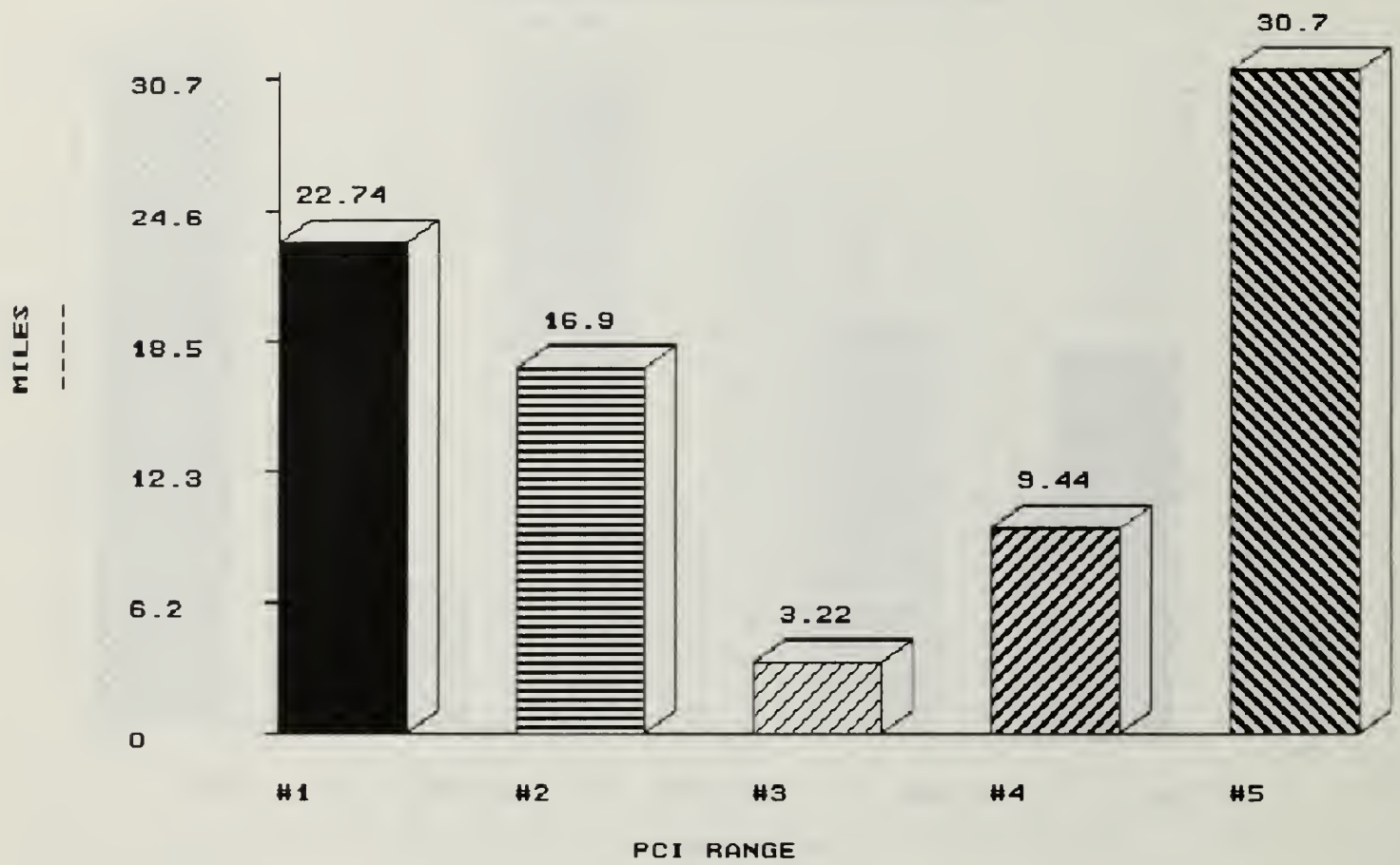
EASTHAMPTON

PCI DISTRIBUTION AFTER 1999



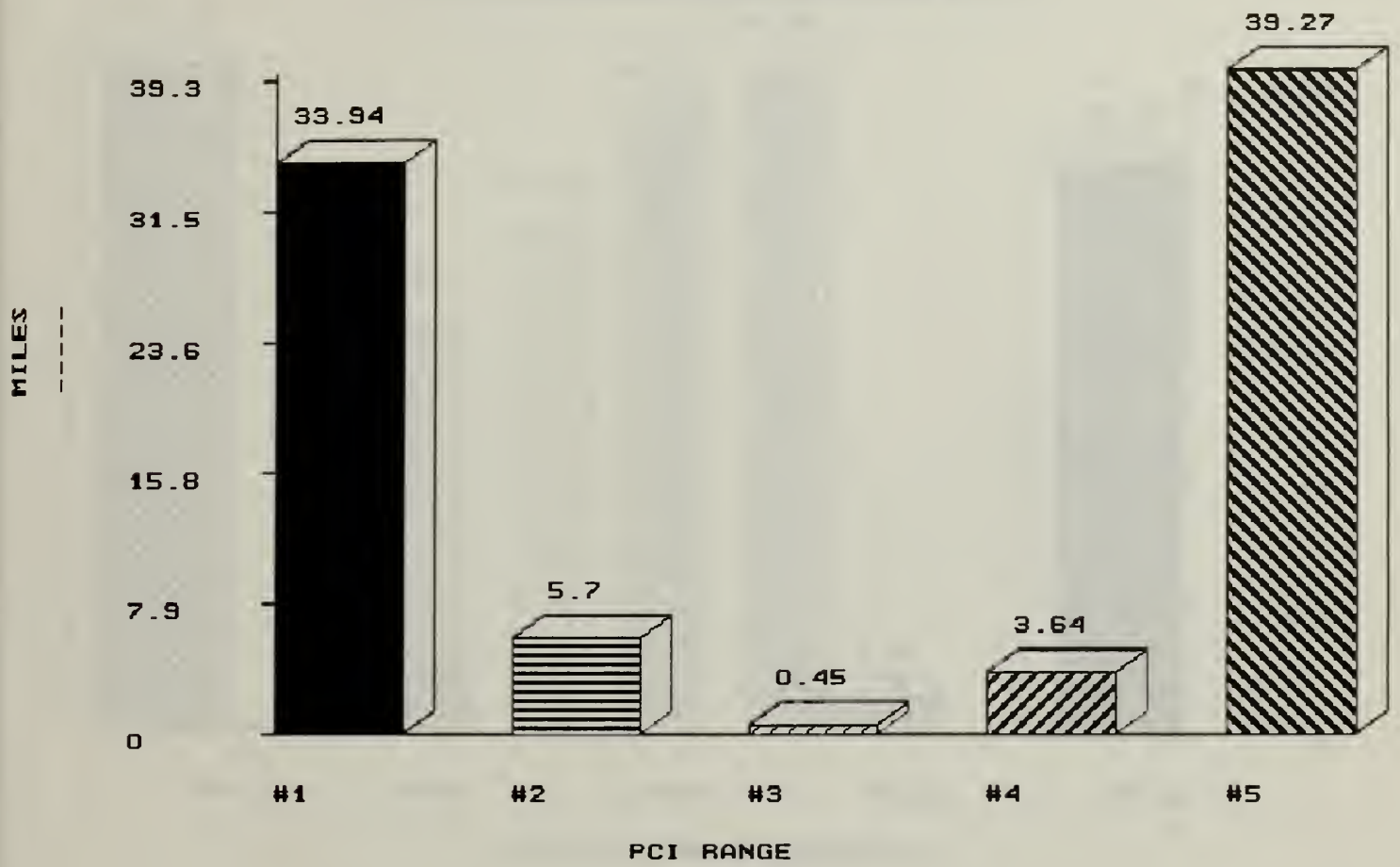
EASTHAMPTON

PCI DISTRIBUTION AFTER 2000



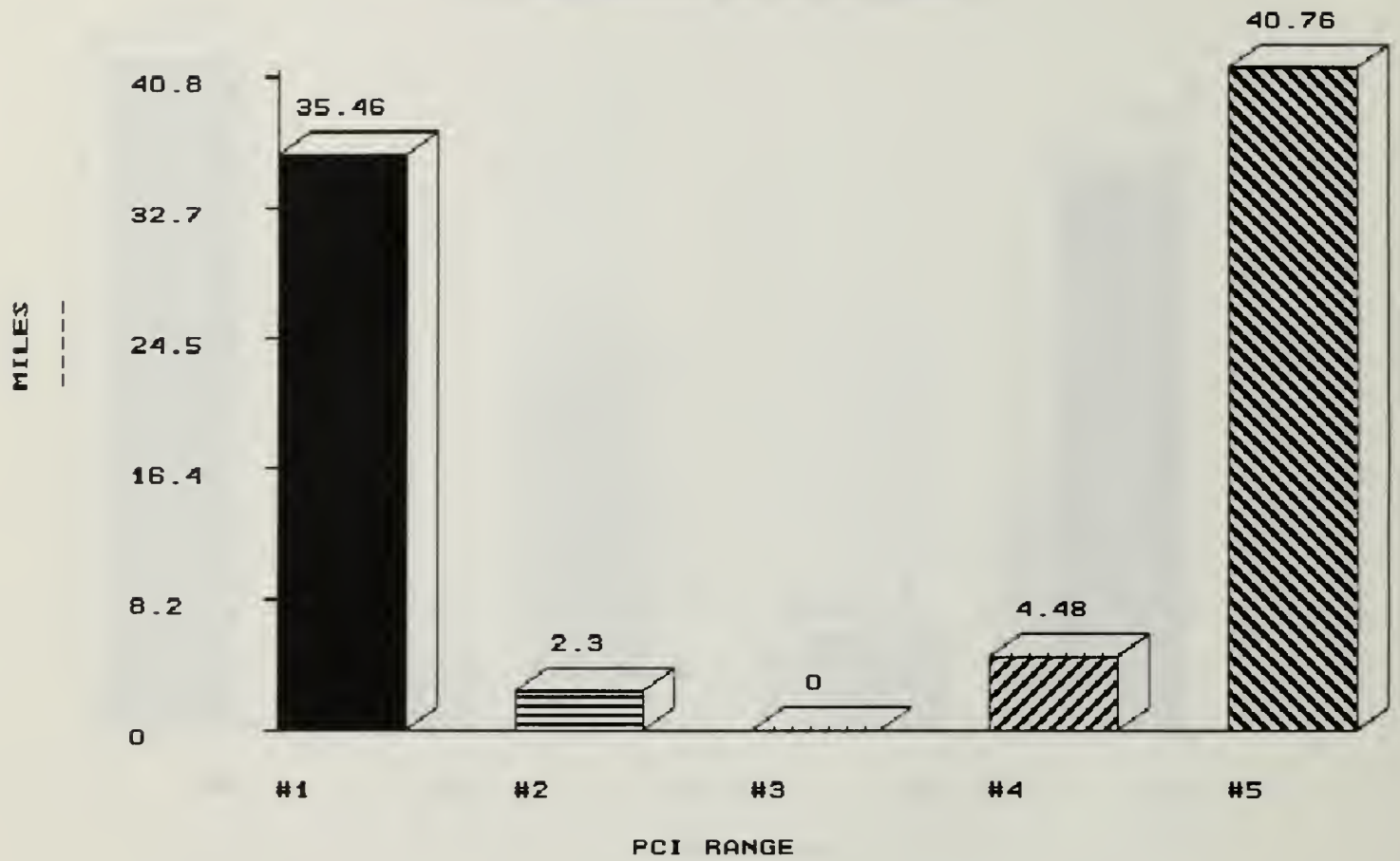
EASTHAMPTON

PCI DISTRIBUTION AFTER 2001



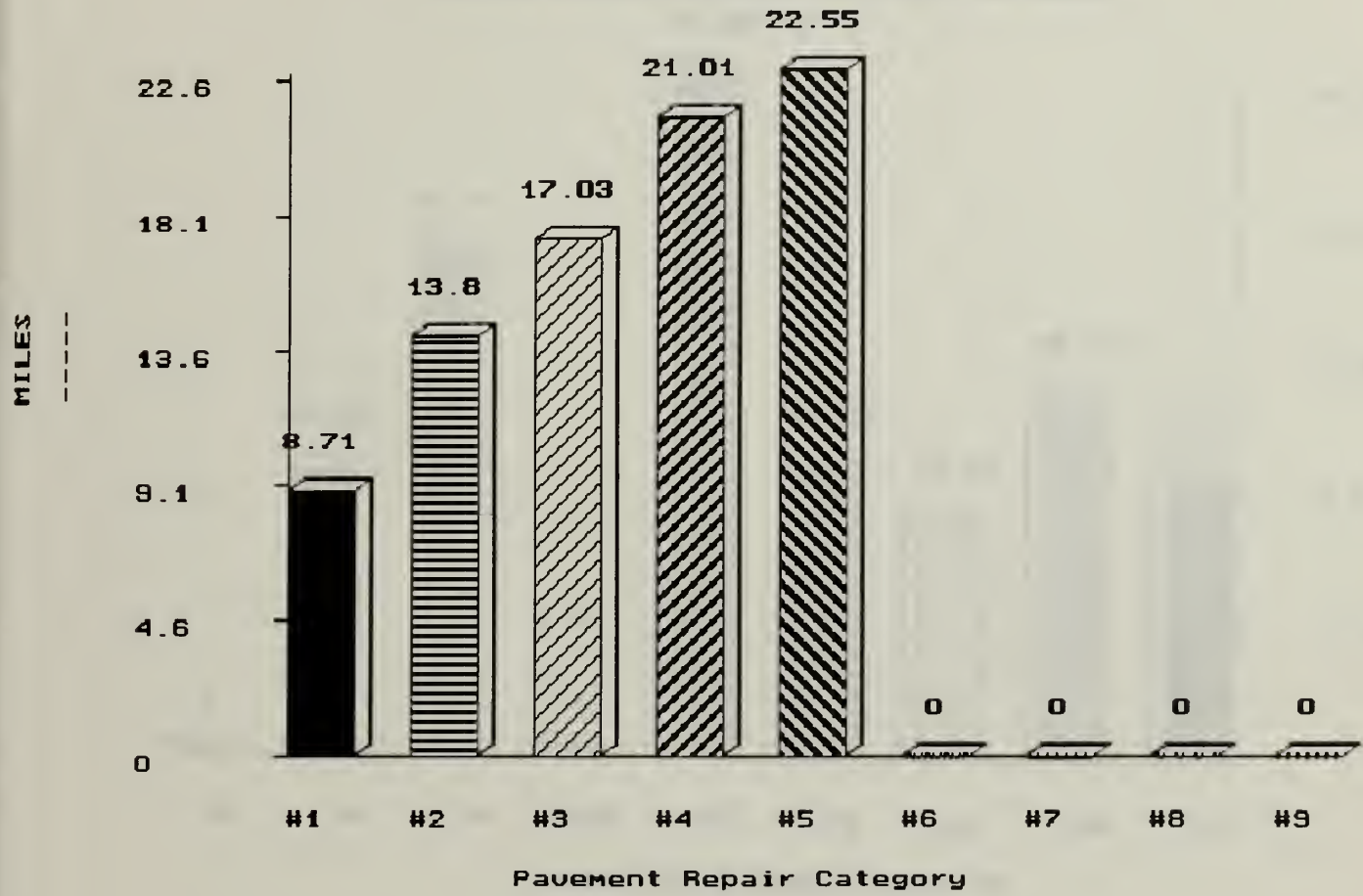
EASTHAMPTON

PCI DISTRIBUTION AFTER 2002



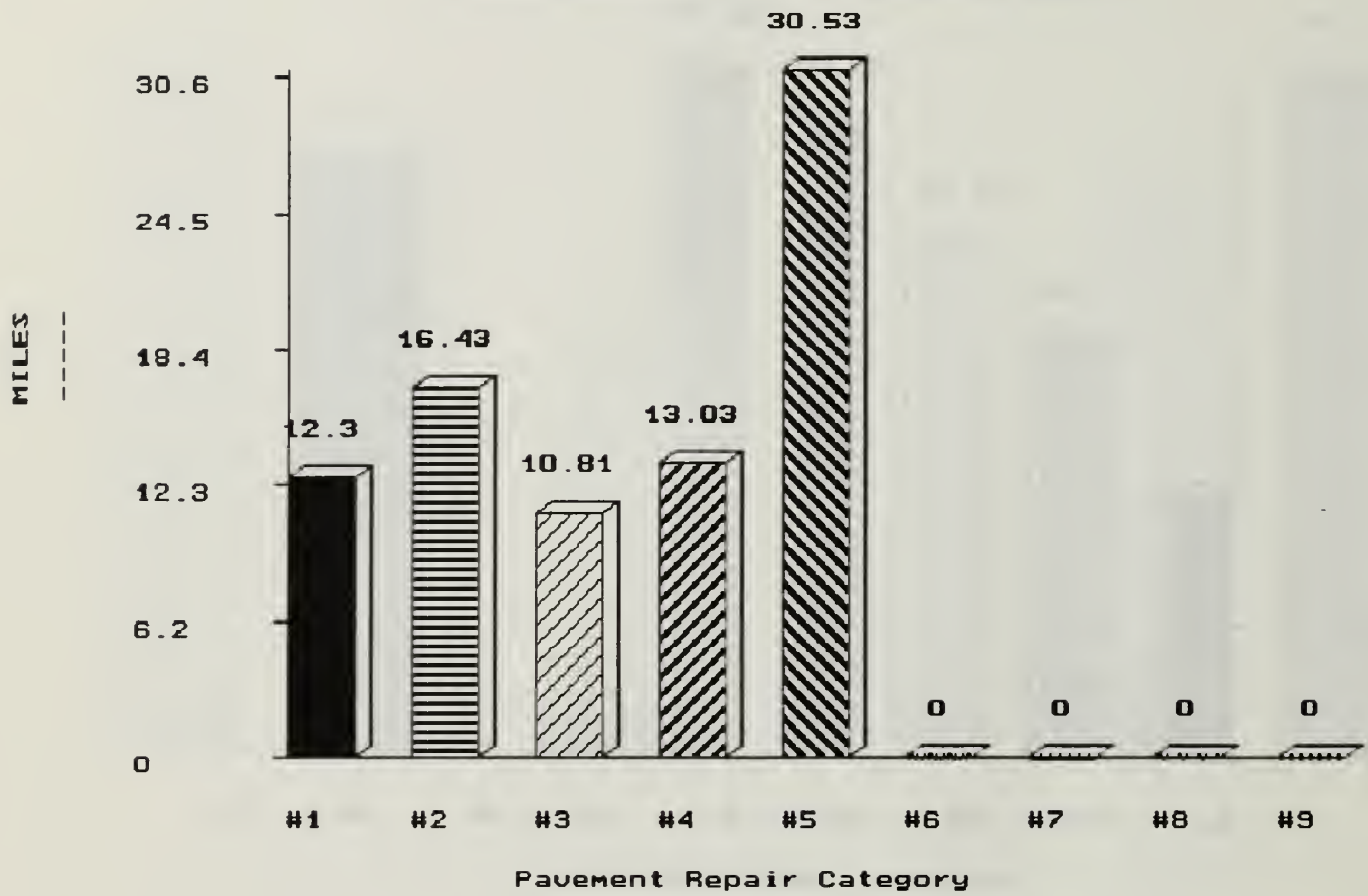
EASTHAMPTON

MILES BY REPAIR CATEGORY AFTER 1998



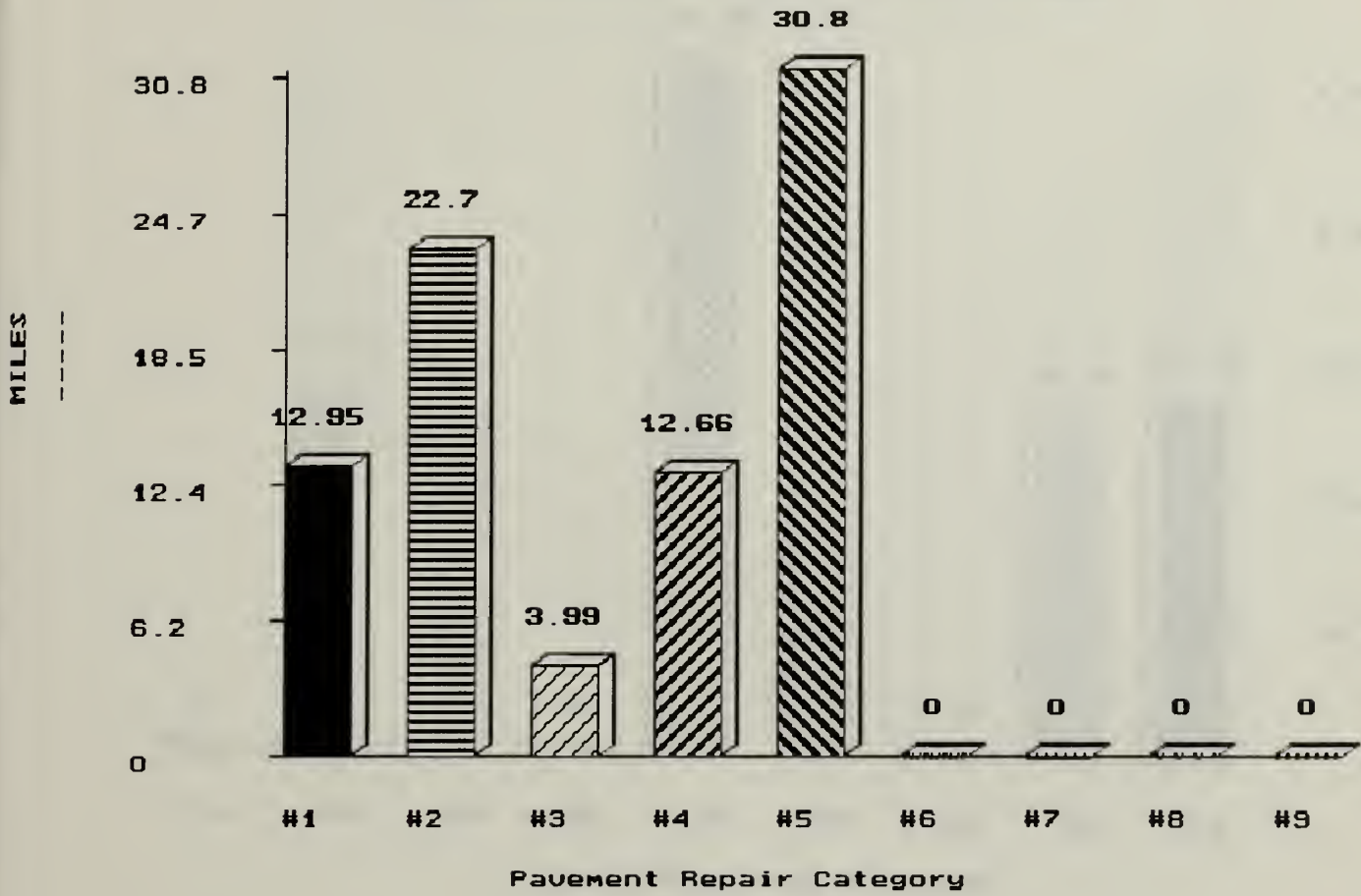
EASTHAMPTON

MILES BY REPAIR CATEGORY AFTER 1999



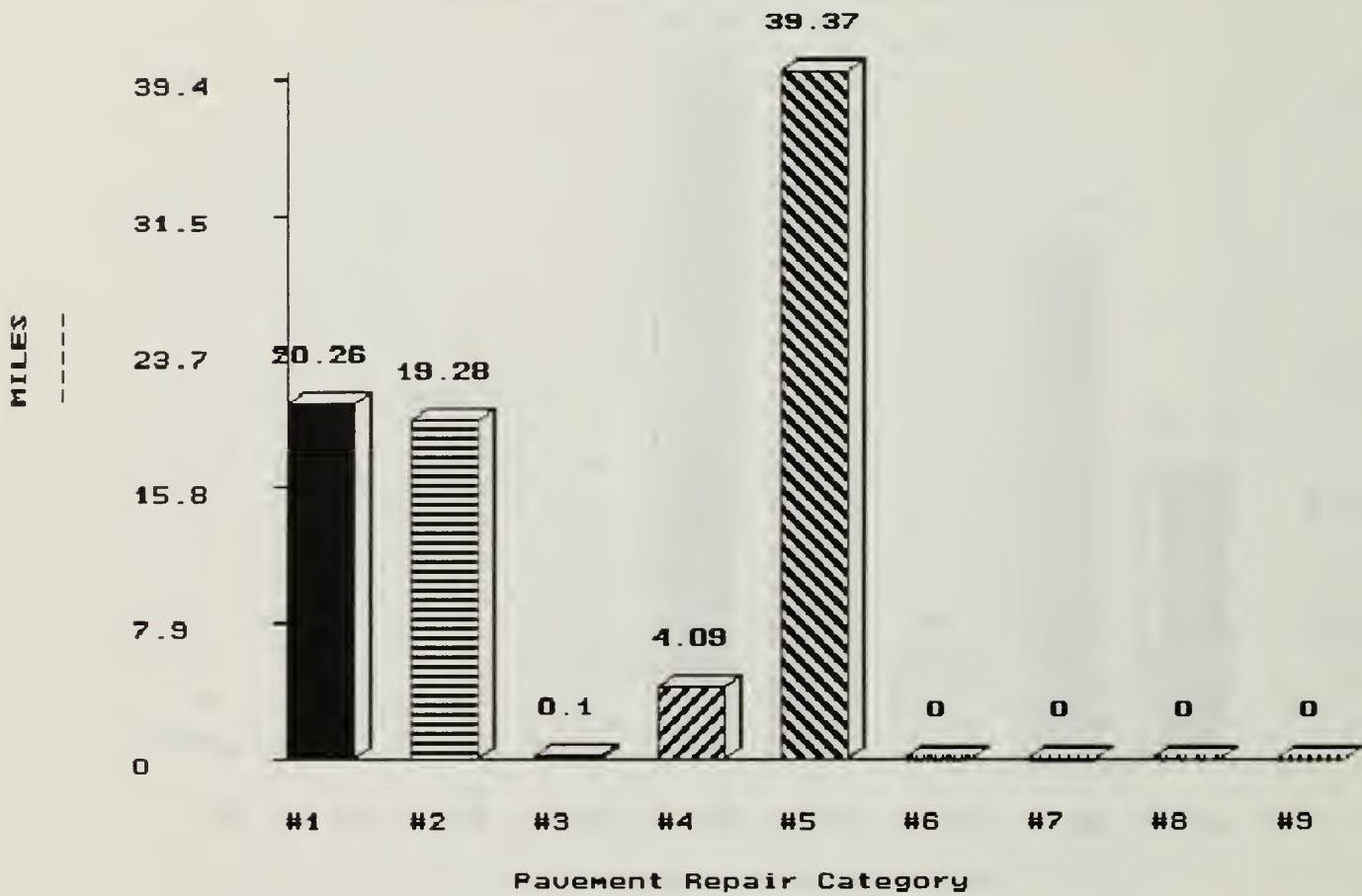
EASTHAMPTON

MILES BY REPAIR CATEGORY AFTER 2000



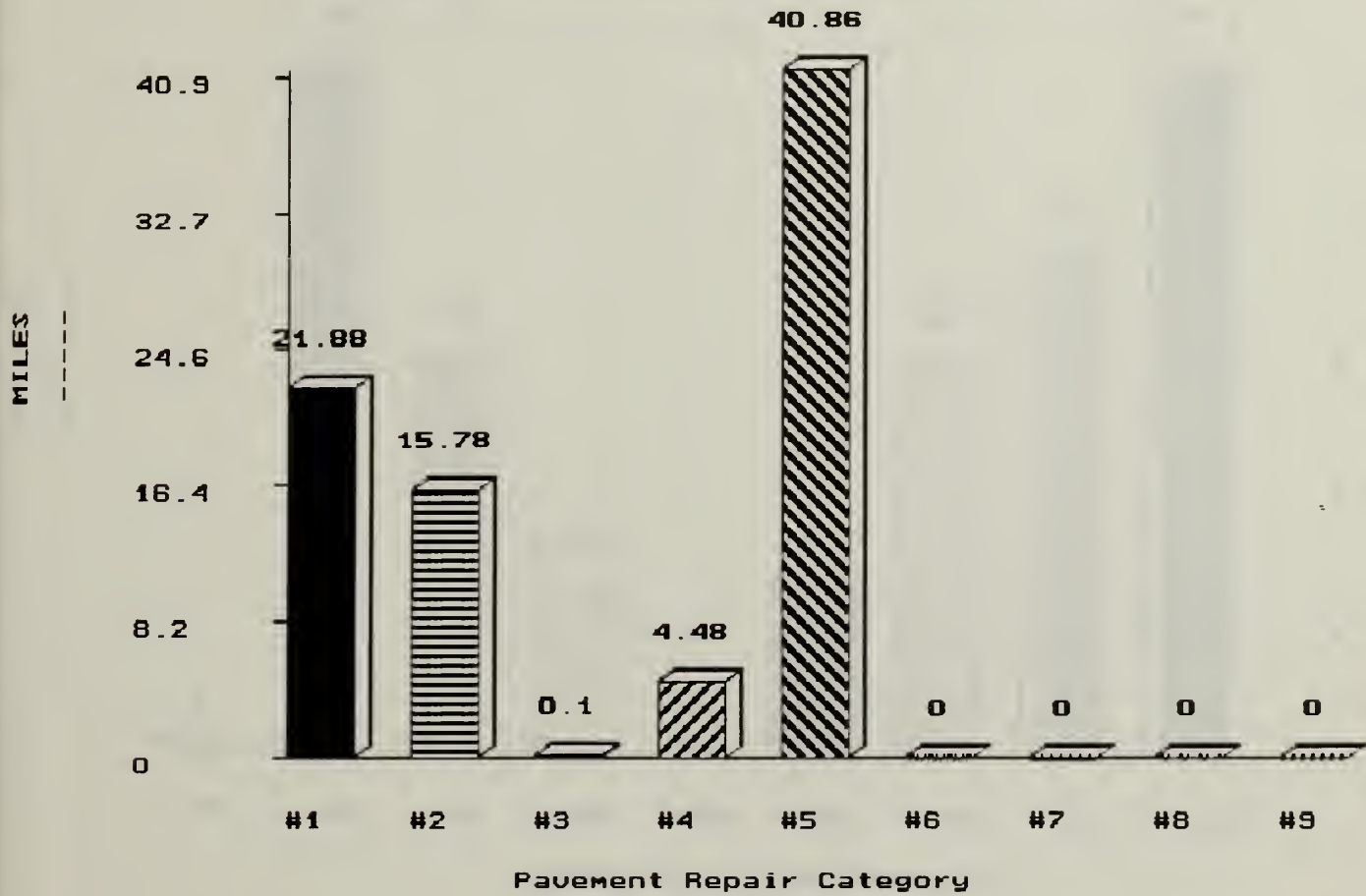
EASTHAMPTON

MILES BY REPAIR CATEGORY AFTER 2001



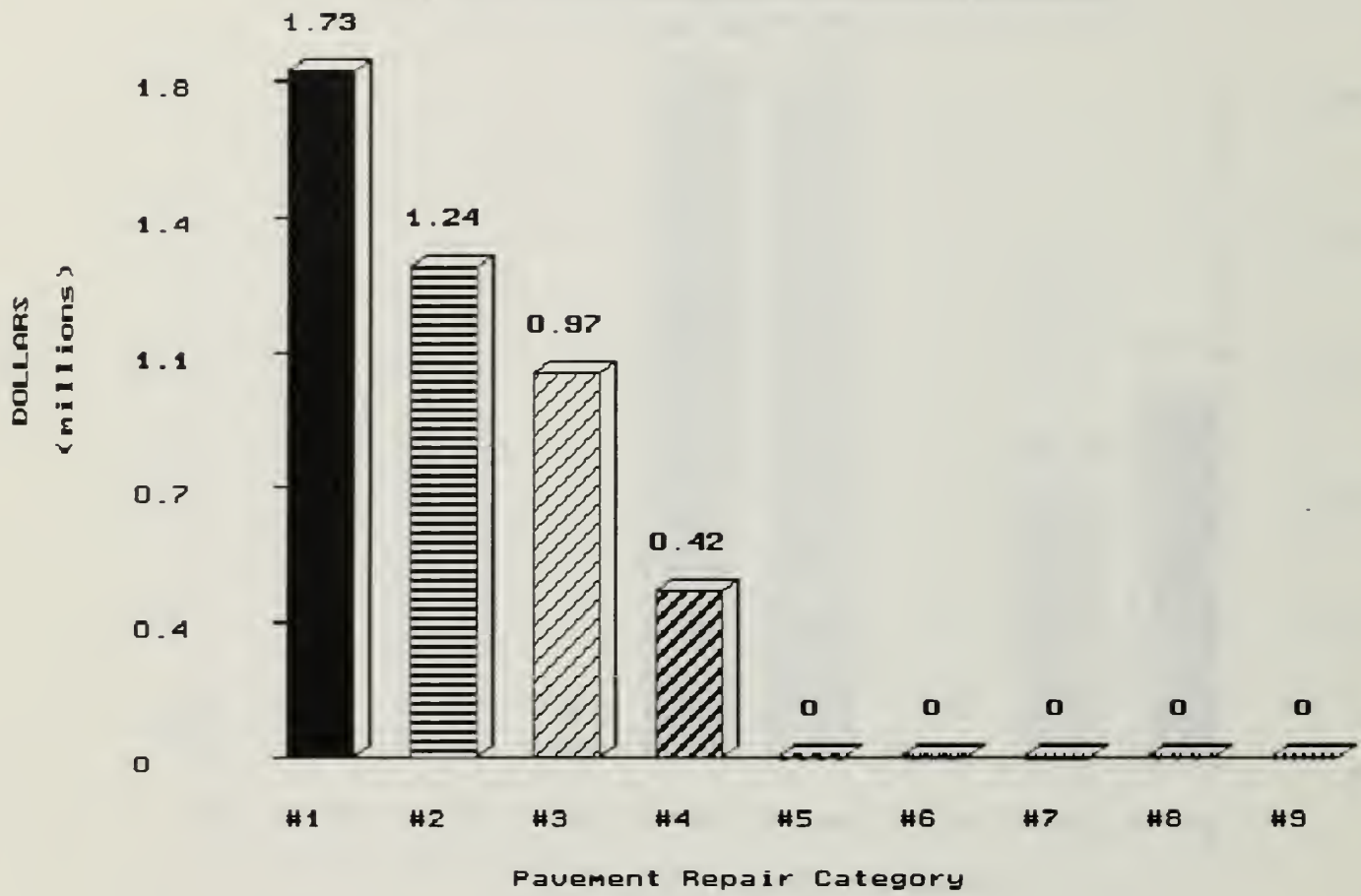
EASTHAMPTON

MILES BY REPAIR CATEGORY AFTER 2002



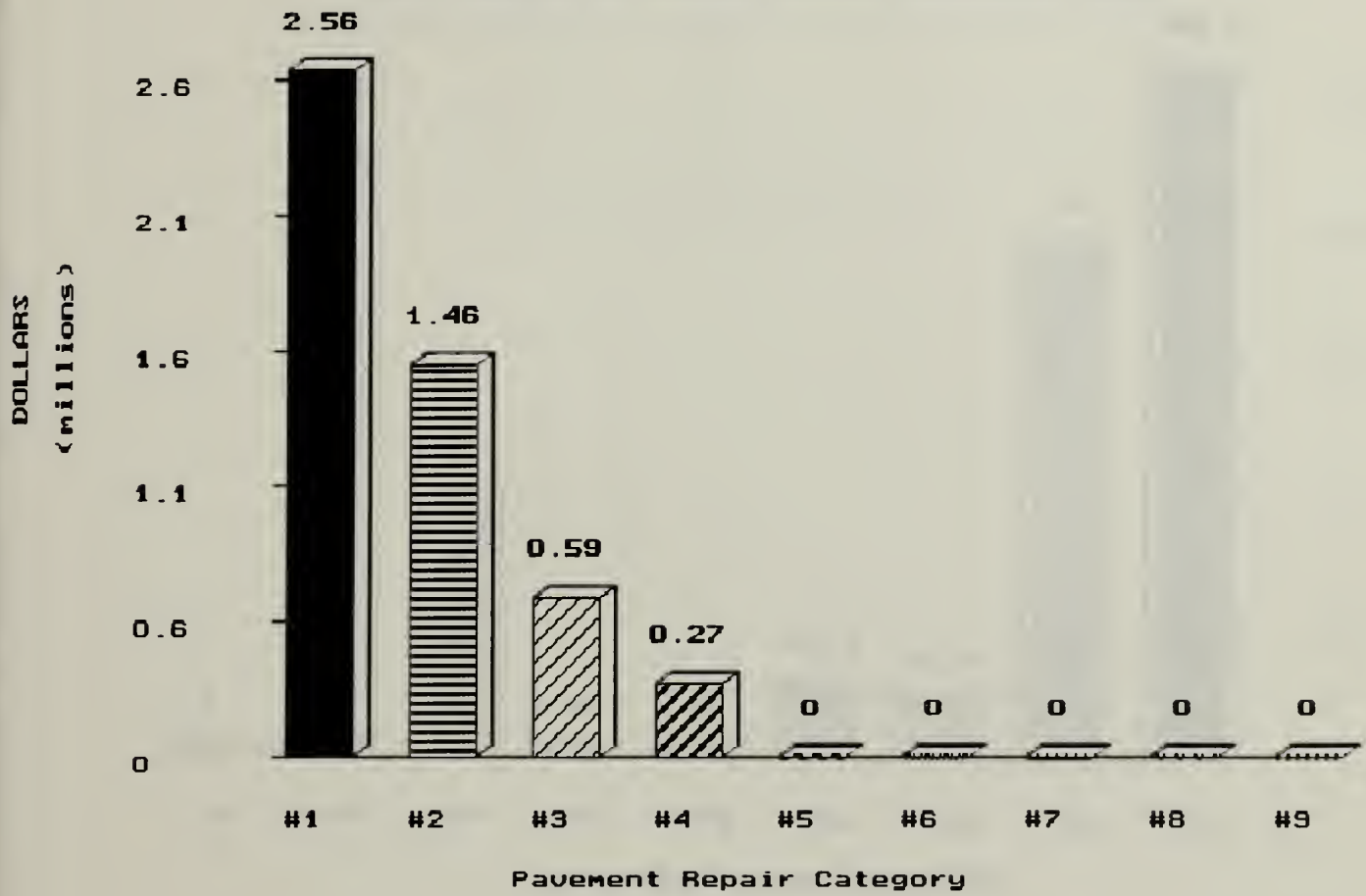
EASTHAMPTON

TOTAL NEEDS BY REPAIR CATEGORY AFTER 1998



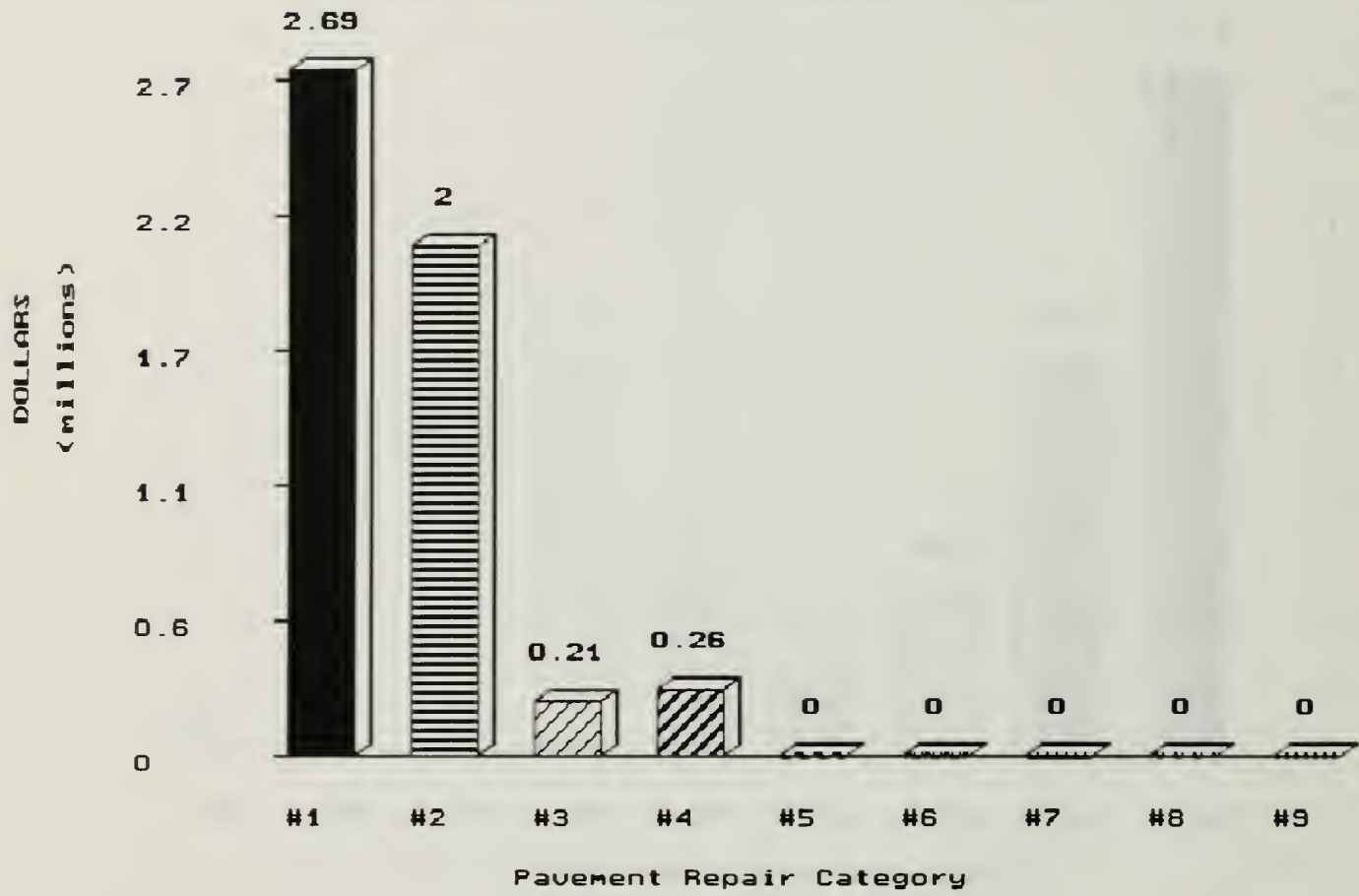
EASTHAMPTON

TOTAL NEEDS BY REPAIR CATEGORY AFTER 1999



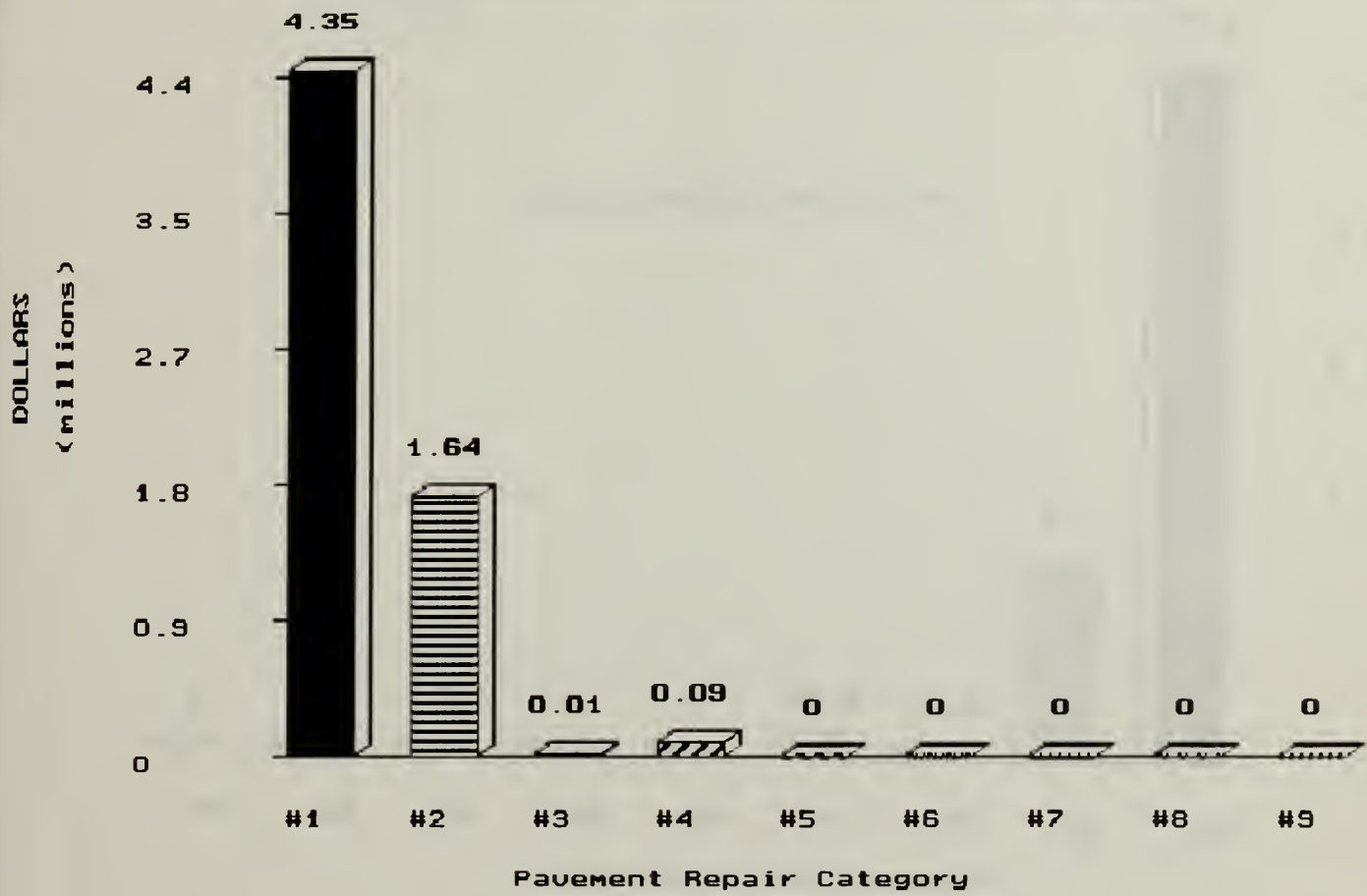
EASTHAMPTON

TOTAL NEEDS BY REPAIR CATEGORY AFTER 2000



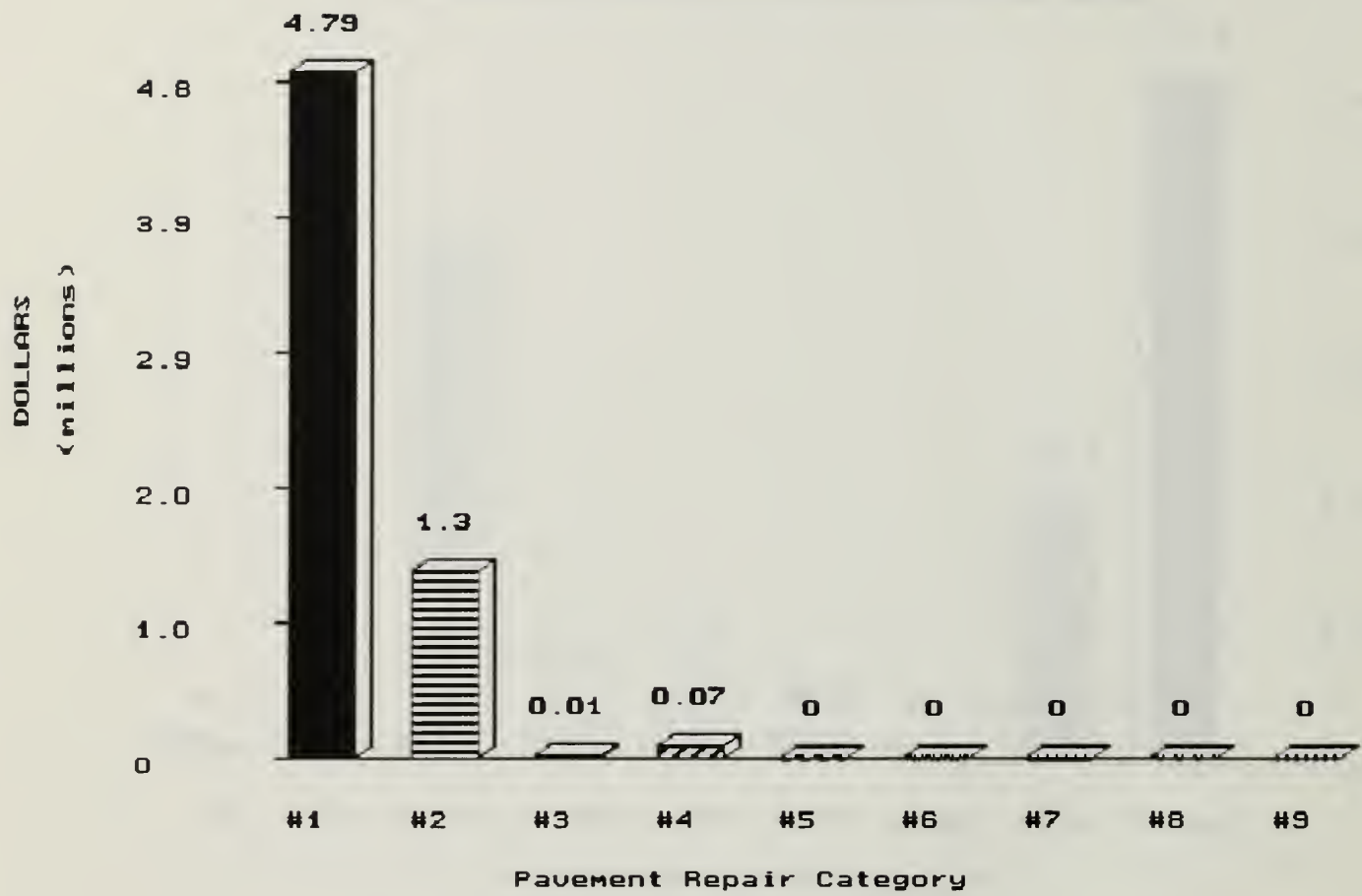
EASTHAMPTON

TOTAL NEEDS BY REPAIR CATEGORY AFTER 2001



EASTHAMPTON

TOTAL NEEDS BY REPAIR CATEGORY AFTER 2002



Budget to get to optimal PCI level

EASTHAMPTON

Plan Budget Input Data
01/12/98

Available Budget For
Asphalt Pavement Improvements

Begin Plan in Year: 1998

Use Inflation Rate: 6.00 %

Year Total

-----	-----
1998	\$ 4164
1999	\$ 7
2000	\$ 41
2001	\$ 182
2002	\$ 22
2003	\$ 0
2004	\$ 0
2005	\$ 0
2006	\$ 0
2007	\$ 0
2008	\$ 0
2009	\$ 0
2010	\$ 0
2011	\$ 0
2012	\$ 0
2013	\$ 0
2014	\$ 0
2015	\$ 0
2016	\$ 0
2017	\$ 0
Total	\$ 4416

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Budget Work Screen Data
01/09/98

Asphalt Budget Work Screen

Functional Classification	PCI:	Maximum Desired Percentage Within Index Range			
-----		# 1	# 2	# 3	# 4 All Ranges
		-----	-----	-----	-----
Arterial		0 %	0 %	0 %	0 % 100 %
Collector		0 %	0 %	0 %	0 % 100 %
Local		0 %	0 %	0 %	0 % 100 %

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Asphalt Budget Report
01/12/98

Asphalt
Number Of Miles To Improve By Repair Type

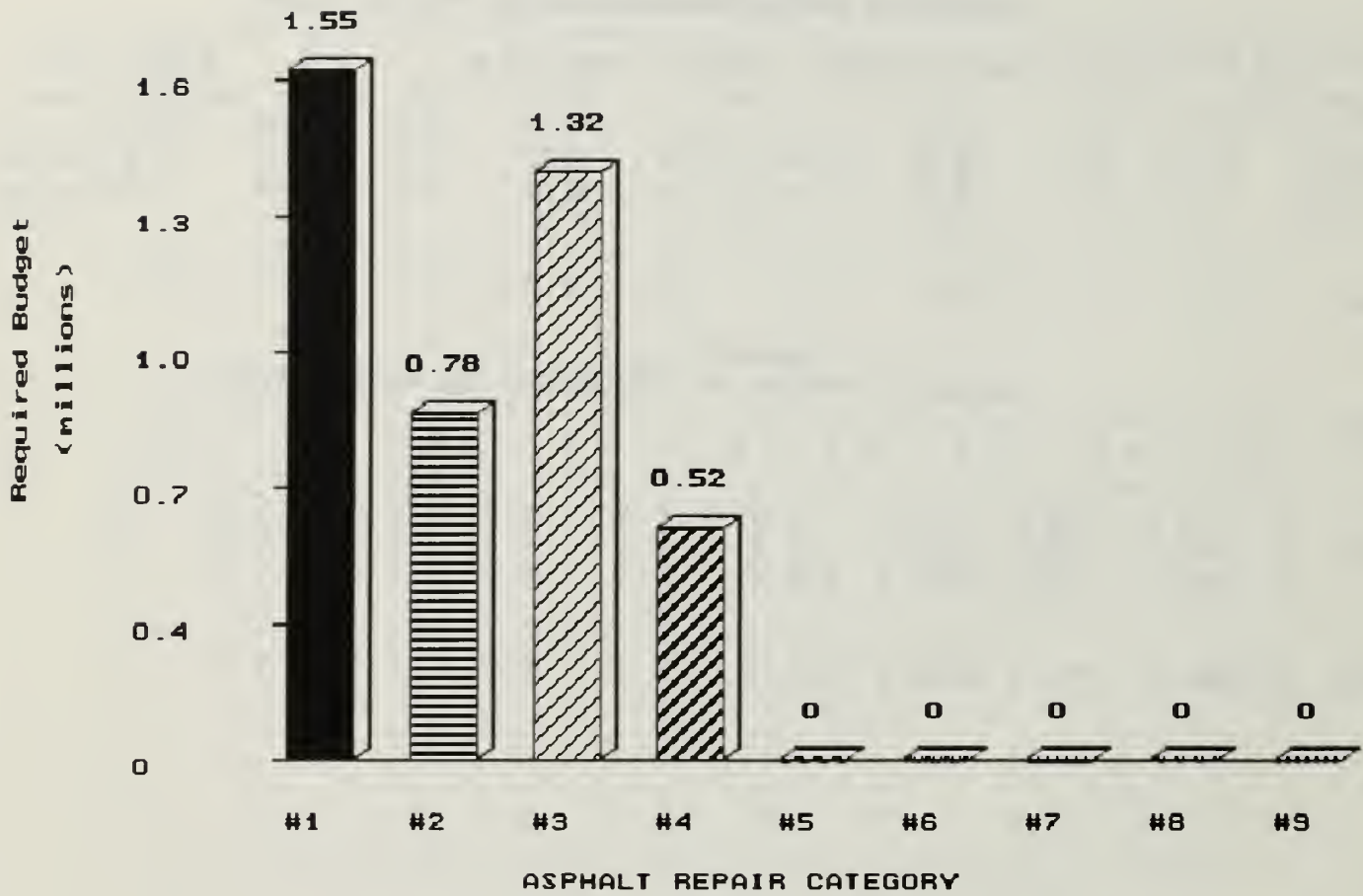
Functional Class	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9
Arterial	0.0	0.3	0.4	0.1	0.0	0.0	0.0	0.0	0.0
Collector	3.3	7.4	10.1	1.9	0.0	0.0	0.0	0.0	0.0
Local	4.5	1.1	12.6	24.9	0.1	0.0	0.0	0.0	0.0
TOTAL:	7.8	8.7	23.0	26.9	0.1	0.0	0.0	0.0	0.0

Asphalt
Required Budget in THOUSANDS By Repair Type

Functional Class	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9
Arterial	\$ 0	\$ 41	\$ 31	\$ 3	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Collector	\$ 680	\$ 638	\$ 607	\$ 36	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Local	\$ 870	\$ 96	\$ 683	\$ 478	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
TOTAL:	\$ 1551	\$ 775	\$ 1321	\$ 517	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

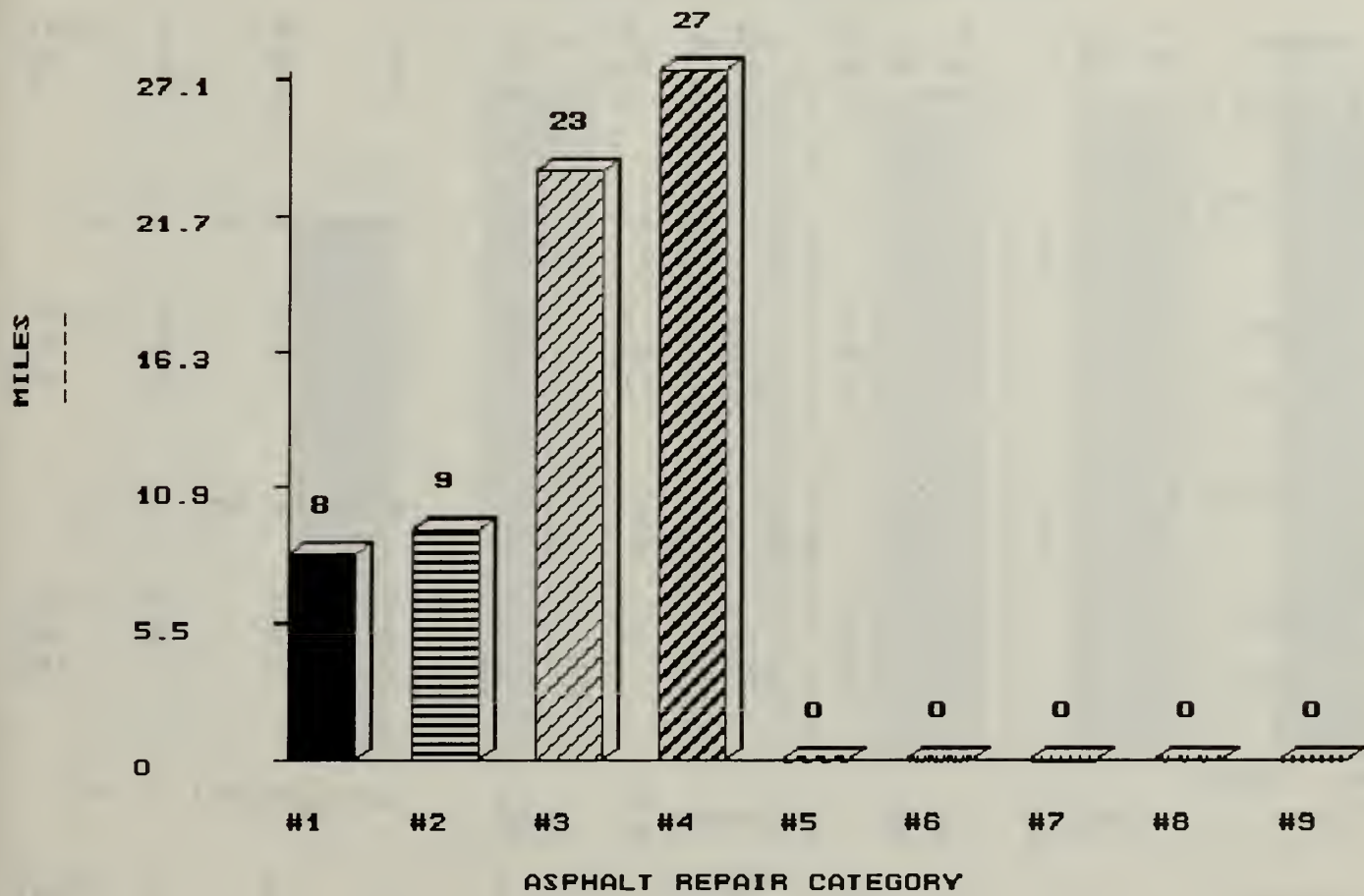
EASTHAMPTON

Dollars by Repair Category



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Miles by Repair Category



FUTURE CONDITION PROJECTION REPORT BASED ON PCI

After Year - 1998

PCI Range:

Miles	0.0	0.1	0.0	0.1	82.9
-------	-----	-----	-----	-----	------

Average PCI = 97

Repair Number:

Miles	0	0	0	0	83	0	0	0	0	83
-------	---	---	---	---	----	---	---	---	---	----

Thousand Dollars	0	0	5	2	0	0	0	0	0	7
------------------	---	---	---	---	---	---	---	---	---	---

After Year - 1999

PCI Range:

Miles	0.0	0.0	0.0	2.1	80.9
-------	-----	-----	-----	-----	------

Average PCI = 96

Repair Number:

Miles	0	0	0	2	81	0	0	0	0	83
-------	---	---	---	---	----	---	---	---	---	----

Thousand Dollars	0	0	0	41	0	0	0	0	0	41
------------------	---	---	---	----	---	---	---	---	---	----

After Year - 2000

PCI Range:

Miles	0.0	0.0	0.0	9.0	74.0
-------	-----	-----	-----	-----	------

Average PCI = 93

Repair Number:

Miles	0	0	0	9	74	0	0	0	0	83
-------	---	---	---	---	----	---	---	---	---	----

Thousand Dollars	0	0	0	182	0	0	0	0	0	182
------------------	---	---	---	-----	---	---	---	---	---	-----

After Year - 2001

PCI Range:

Miles	0.0	0.0	0.0	0.8	82.2
-------	-----	-----	-----	-----	------

Average PCI = 93

Repair Number:

Miles	0	0	0	1	82	0	0	0	0	83
-------	---	---	---	---	----	---	---	---	---	----

Thousand Dollars	0	0	0	22	0	0	0	0	0	22
------------------	---	---	---	----	---	---	---	---	---	----

MICROBIAL POLYMERIZATION	.	.	.	"	.	.	.	.	.	"
---------------------------------	---	---	---	---	---	---	---	---	---	---

After Year - 2002

PCI Range:

Miles	0.0	0.0	0.0	43.9	39.1
-------	-----	-----	-----	------	------

Average PCI = 92

Repair Number:

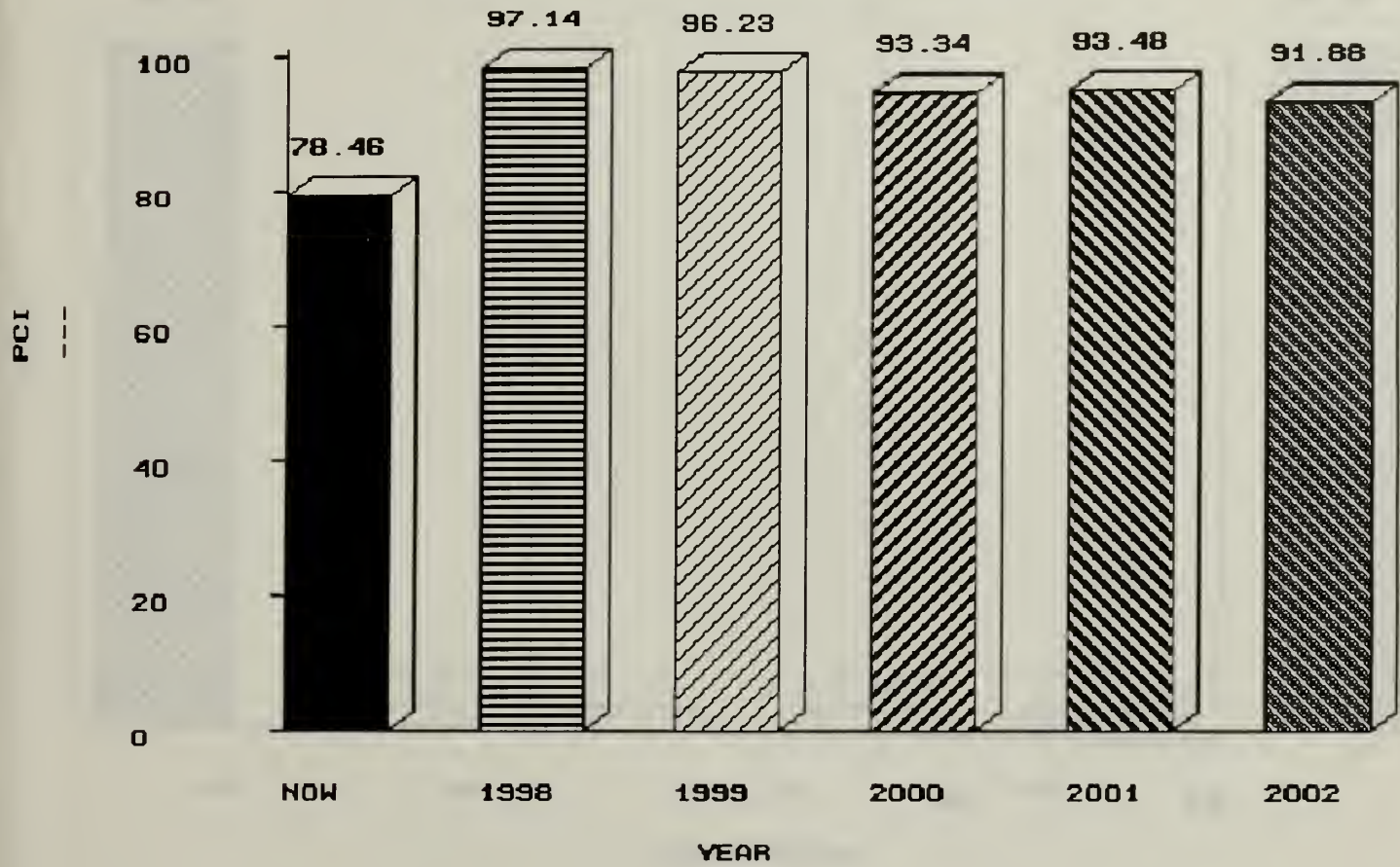
Miles	0	0	0	44	39	0	0	0	0	83
-------	---	---	---	----	----	---	---	---	---	----

Thousand Dollars	0	0	0	801	0	0	0	0	0	801
------------------	---	---	---	-----	---	---	---	---	---	-----

Frequency	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Frequency	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

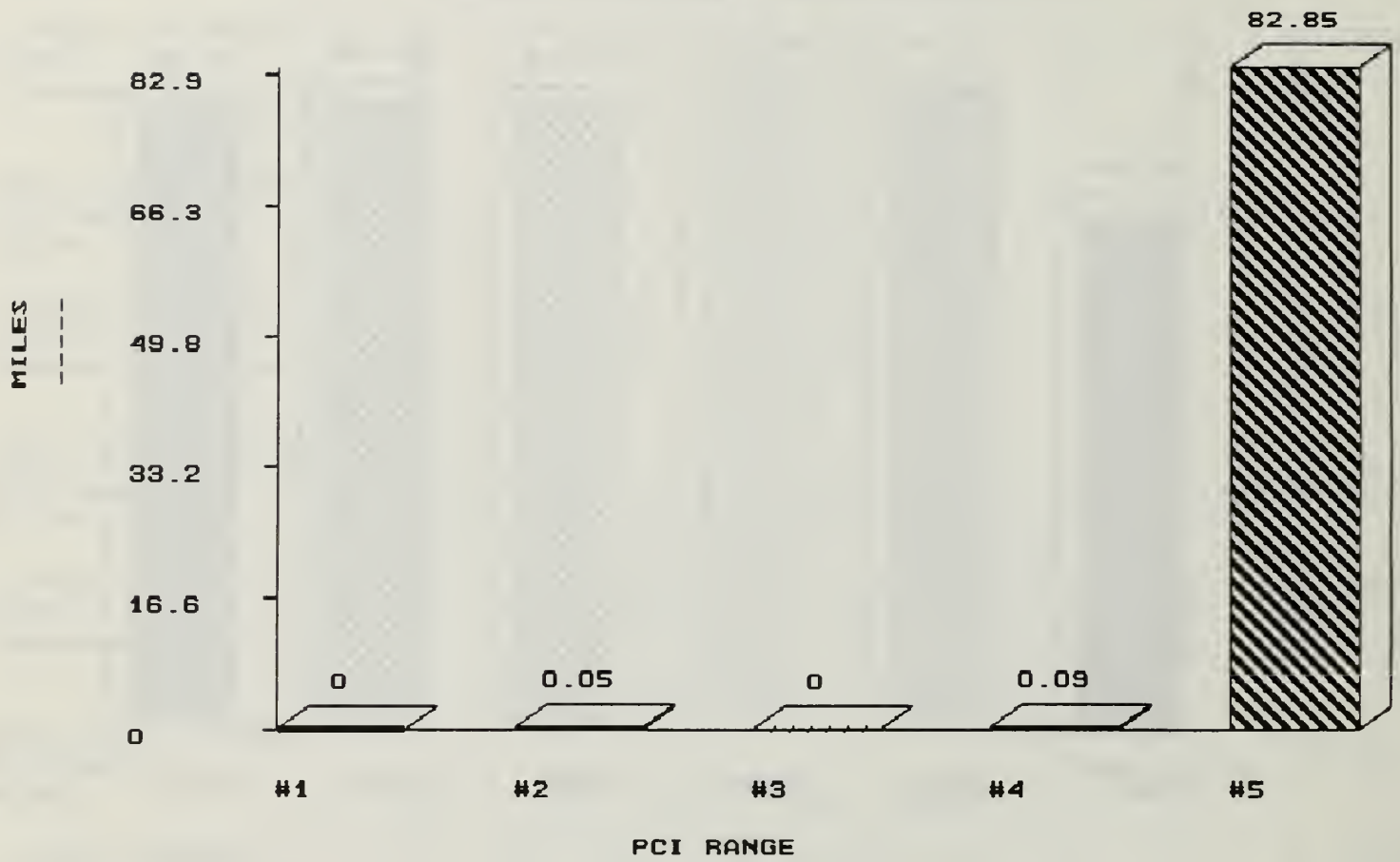
EASTHAMPTON

ESTIMATED AVERAGE FUTURE PCI VALUES



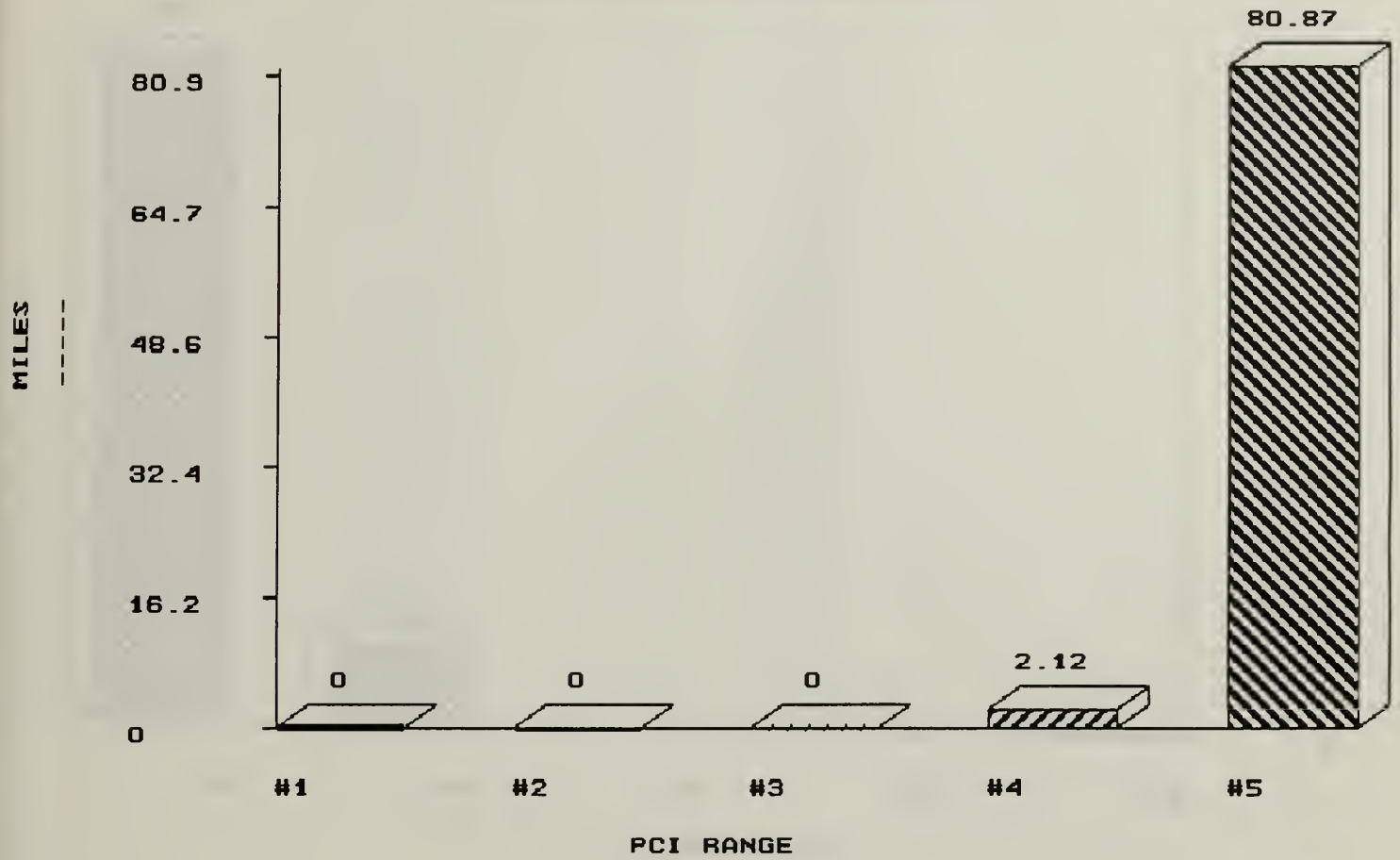
EASTHAMPTON

PCI DISTRIBUTION AFTER 1998



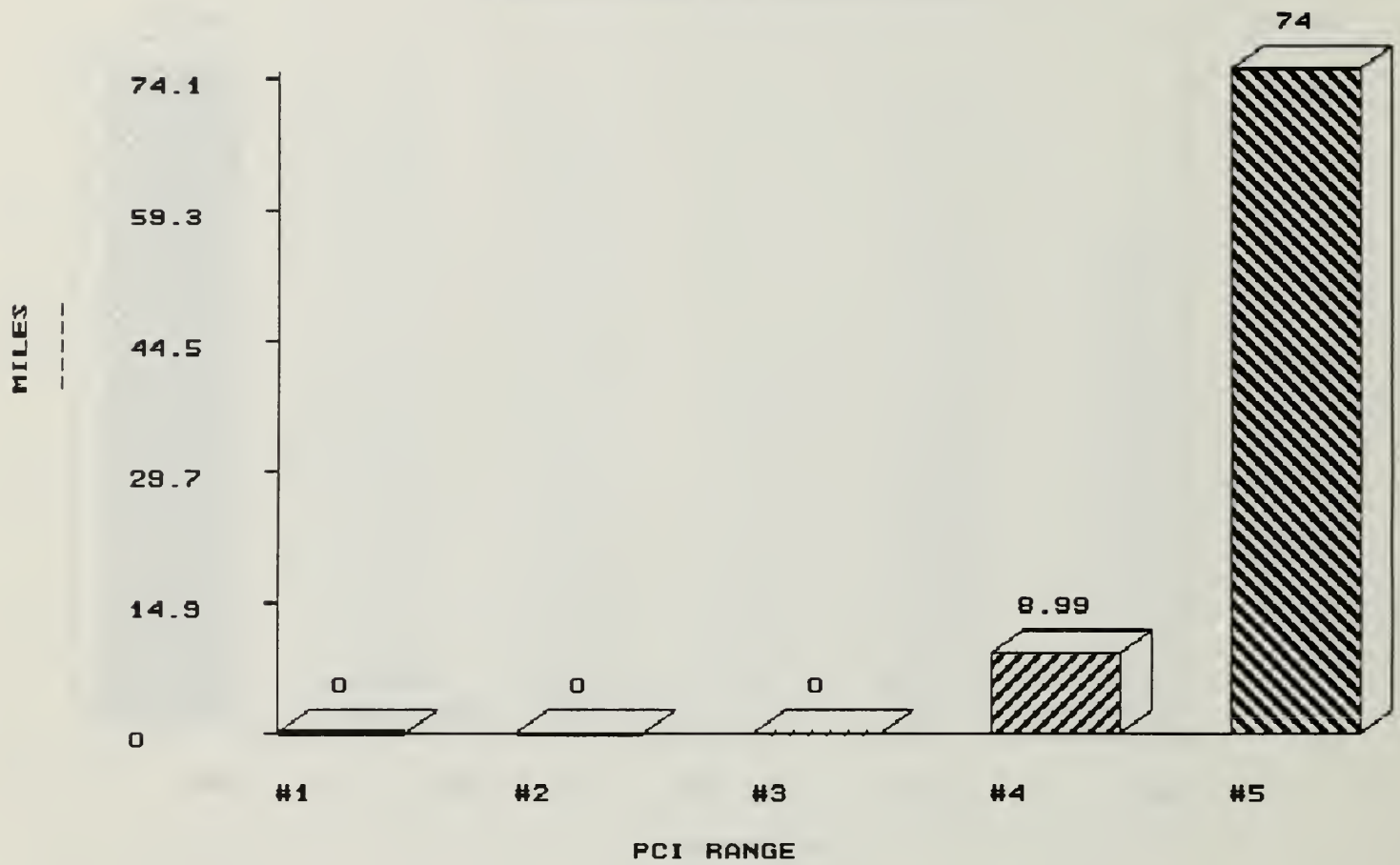
EASTHAMPTON

PCI DISTRIBUTION AFTER 1999



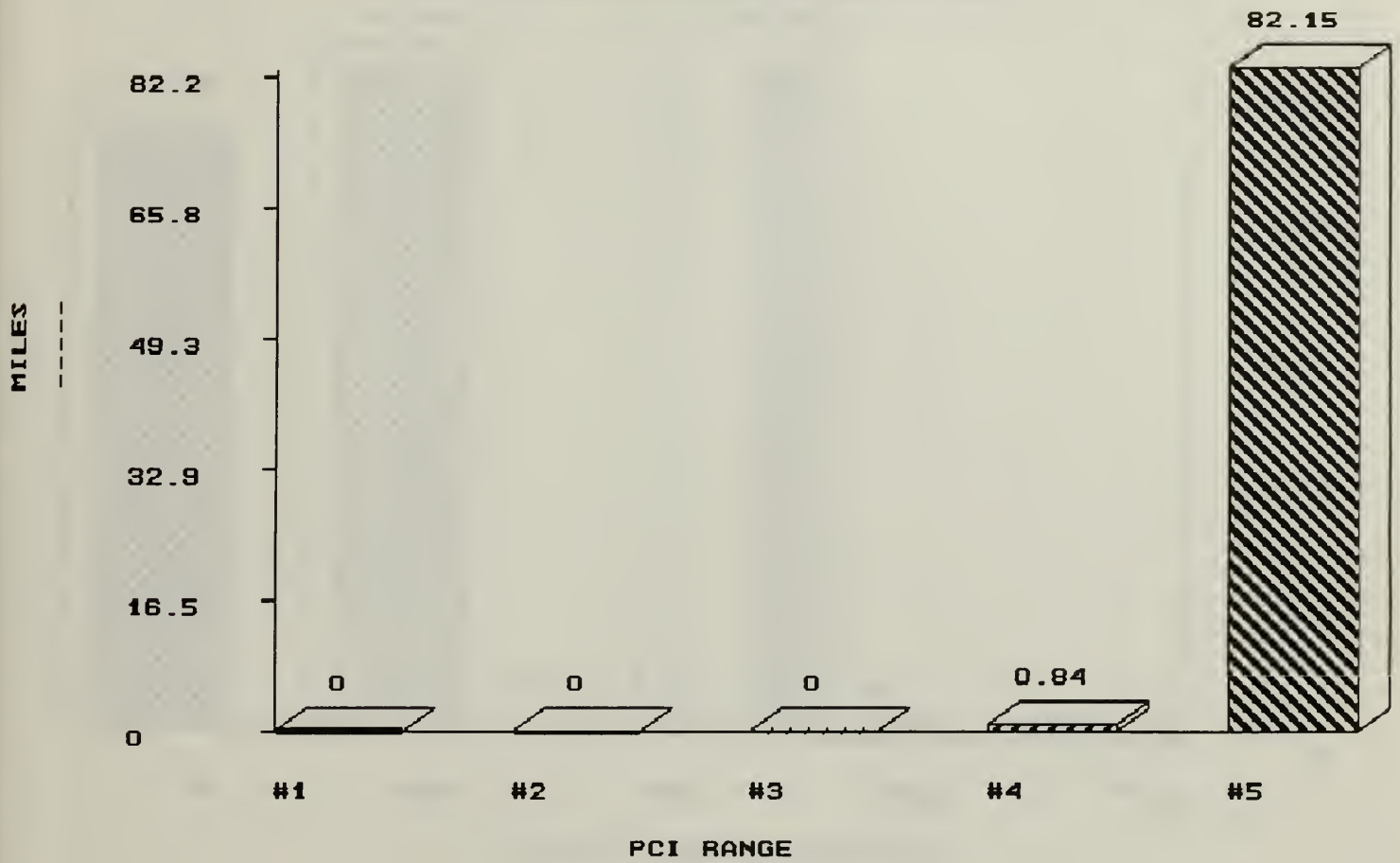
EASTHAMPTON

PCI DISTRIBUTION AFTER 2000



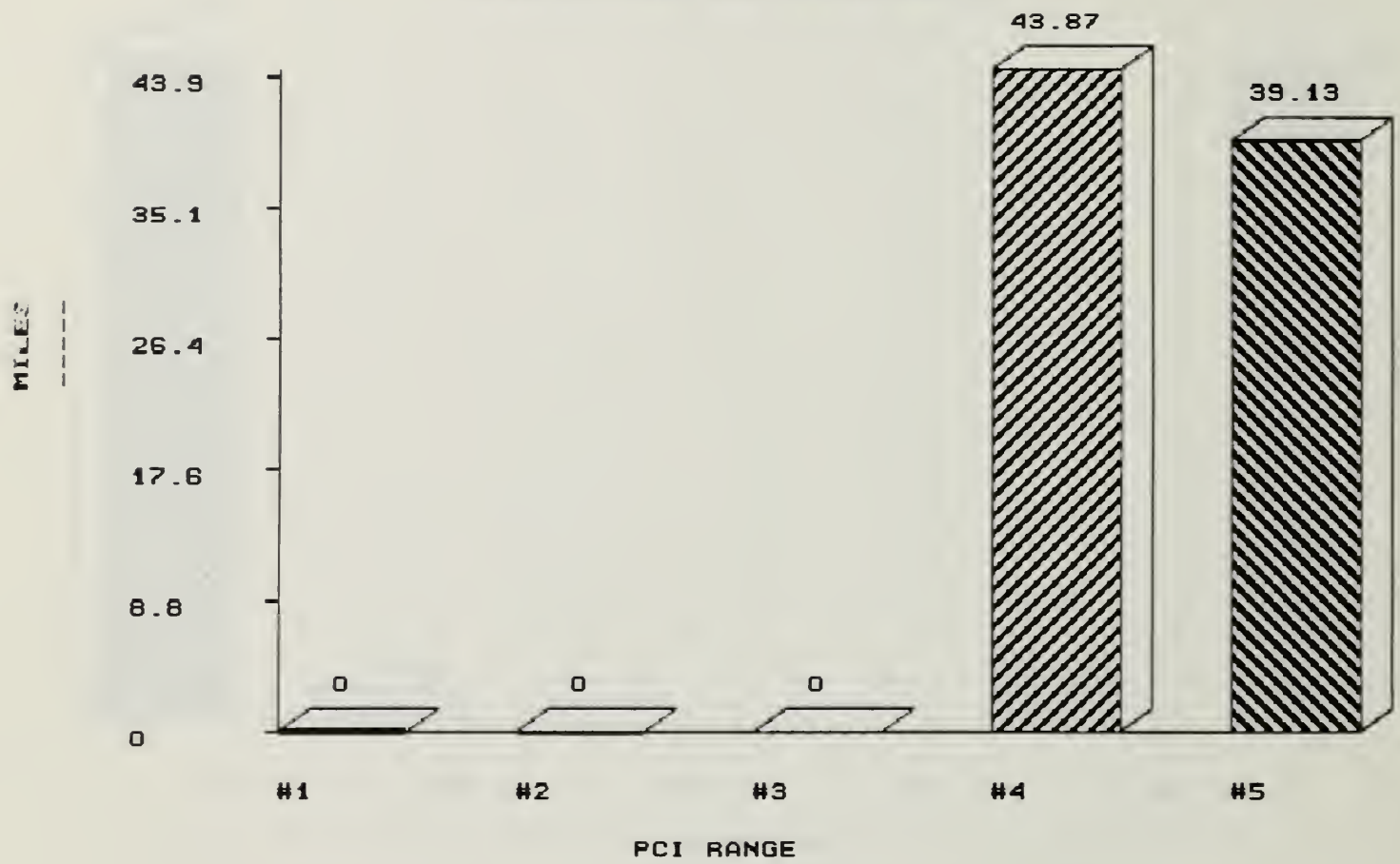
EASTHAMPTON

PCI DISTRIBUTION AFTER 2001



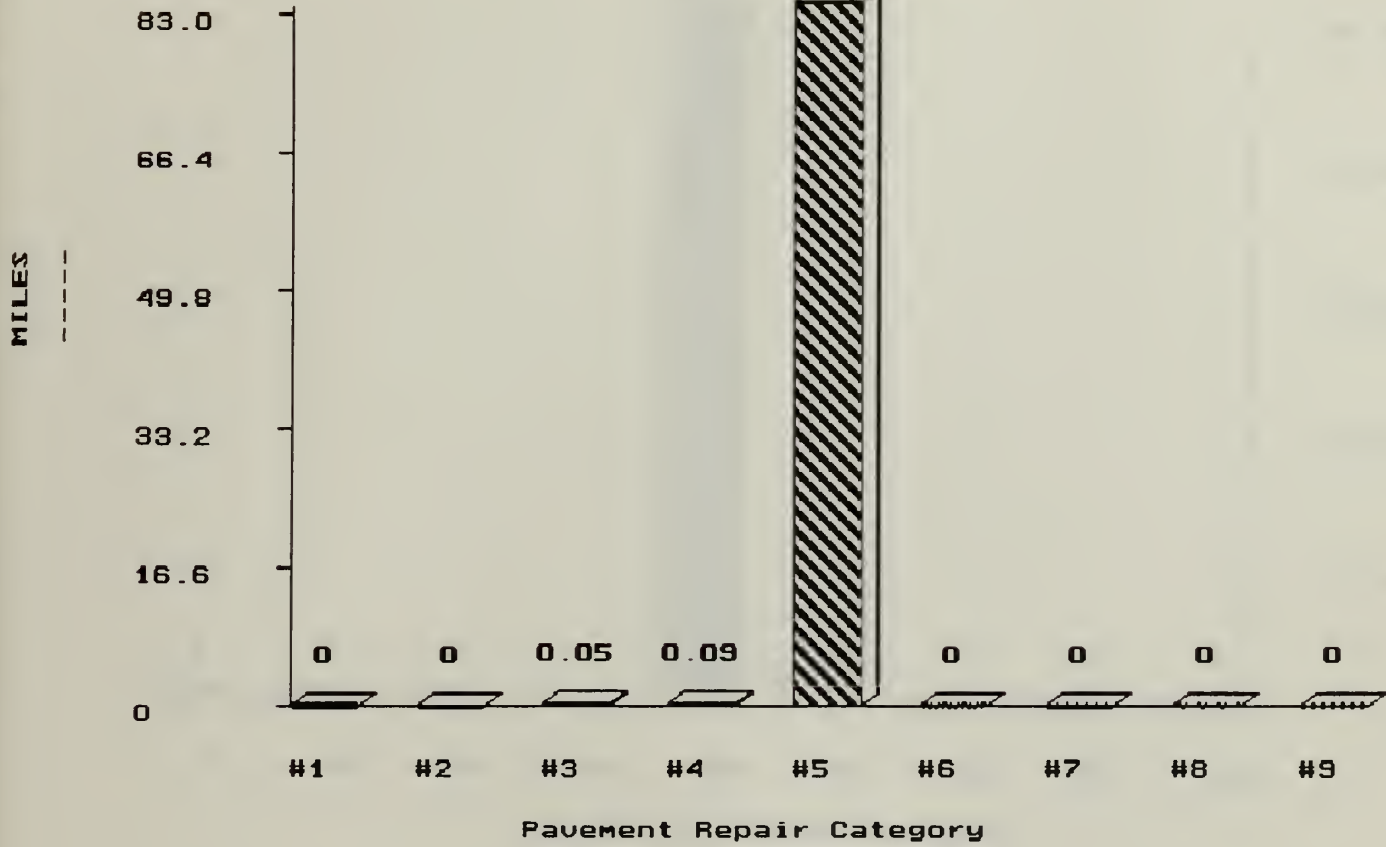
EASTHAMPTON

PCI DISTRIBUTION AFTER 2002



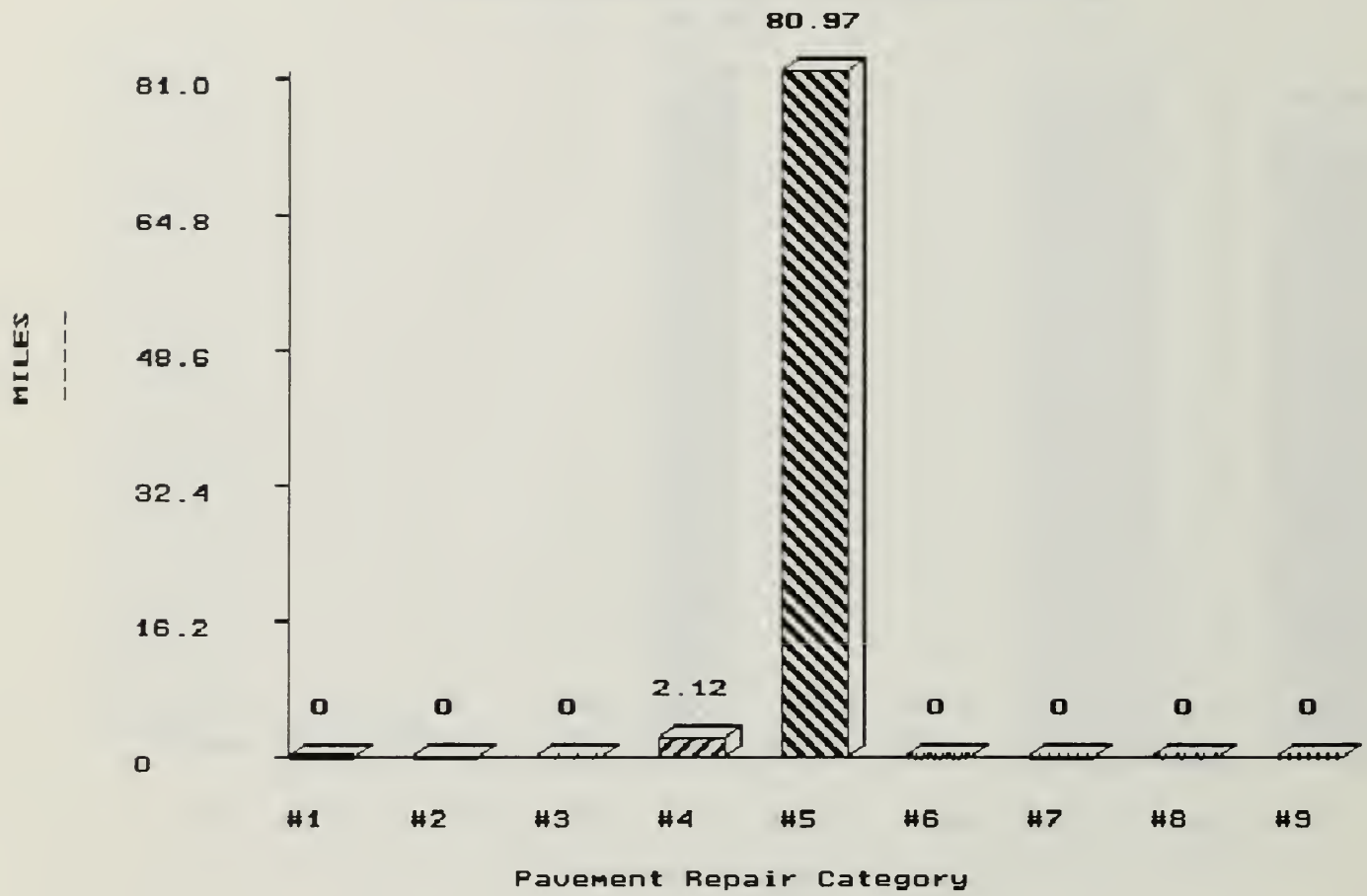
EASTHAMPTON

MILES BY REPAIR CATEGORY AFTER 1998
82.95



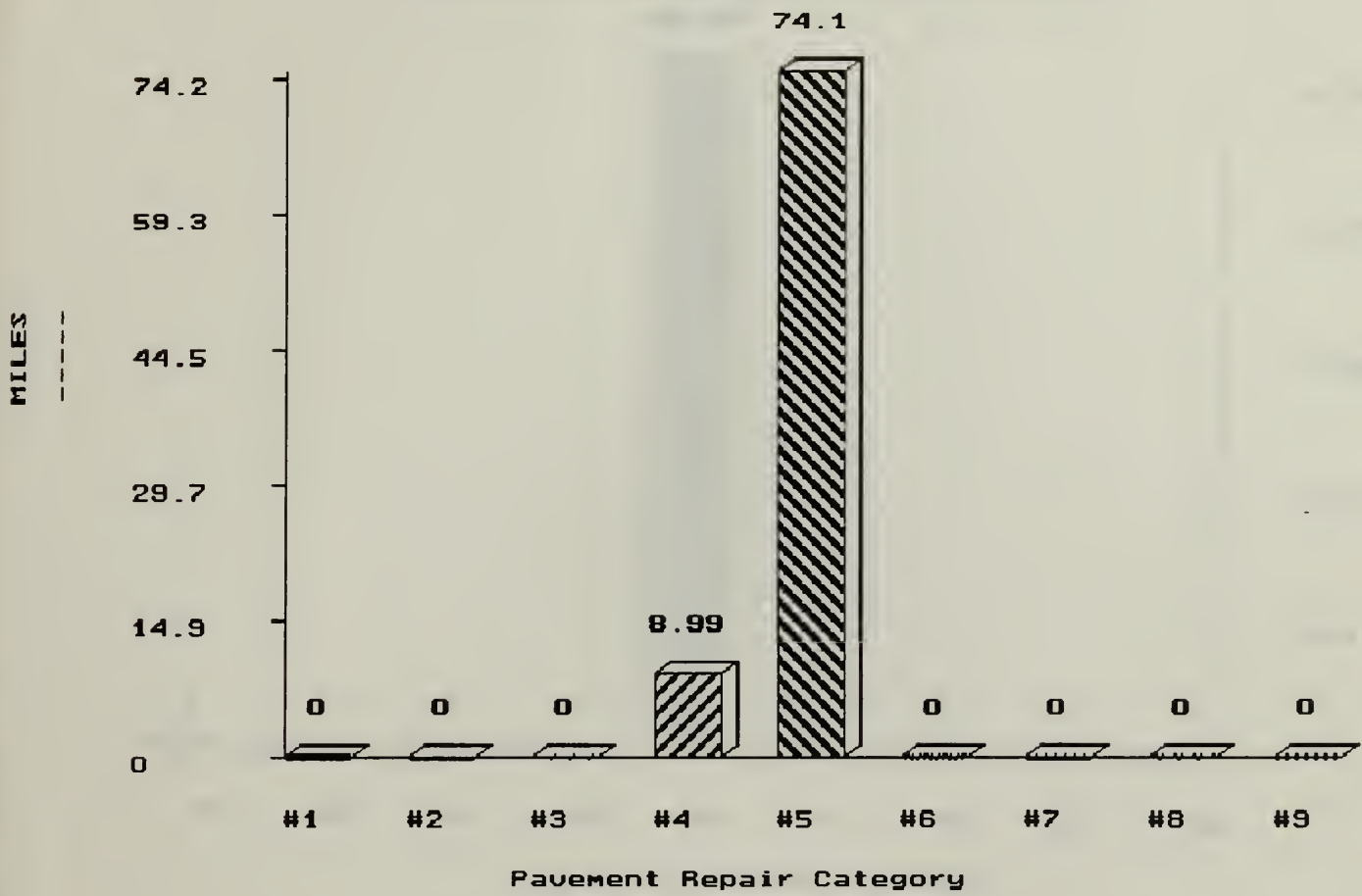
EASTHAMPTON

MILES BY REPAIR CATEGORY AFTER 1999



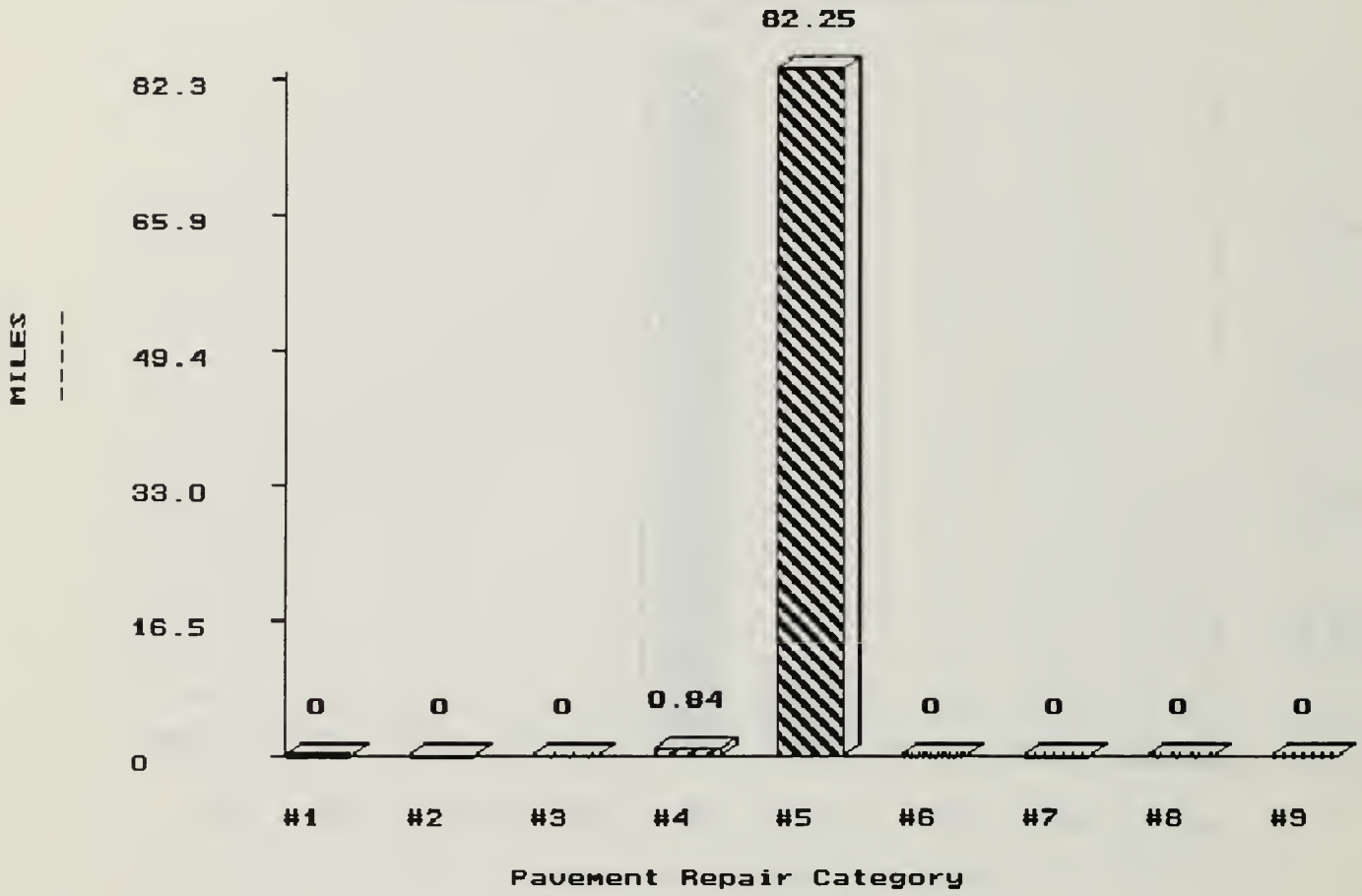
EASTHAMPTON

MILES BY REPAIR CATEGORY AFTER 2000



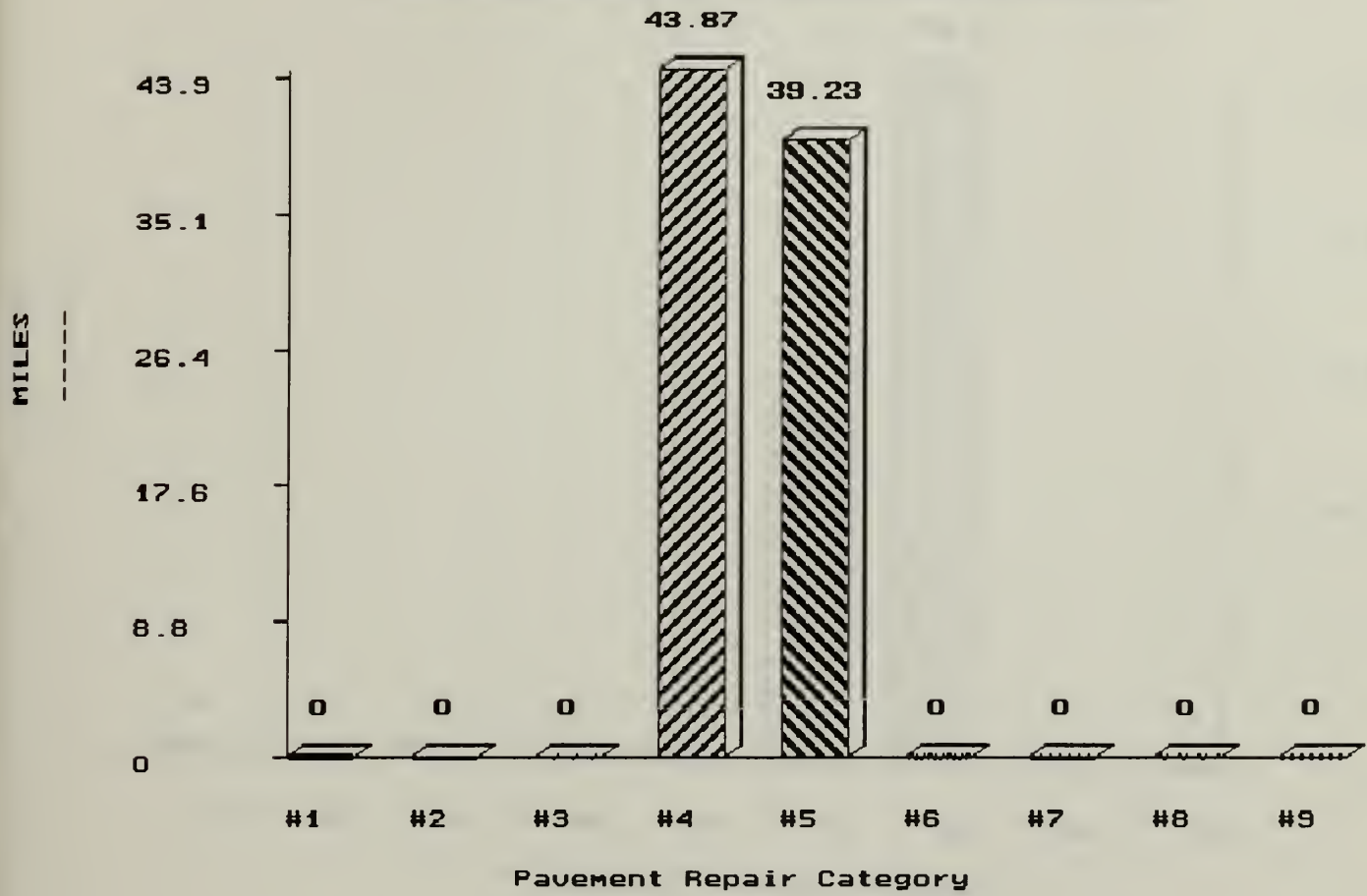
EASTHAMPTON

MILES BY REPAIR CATEGORY AFTER 2001



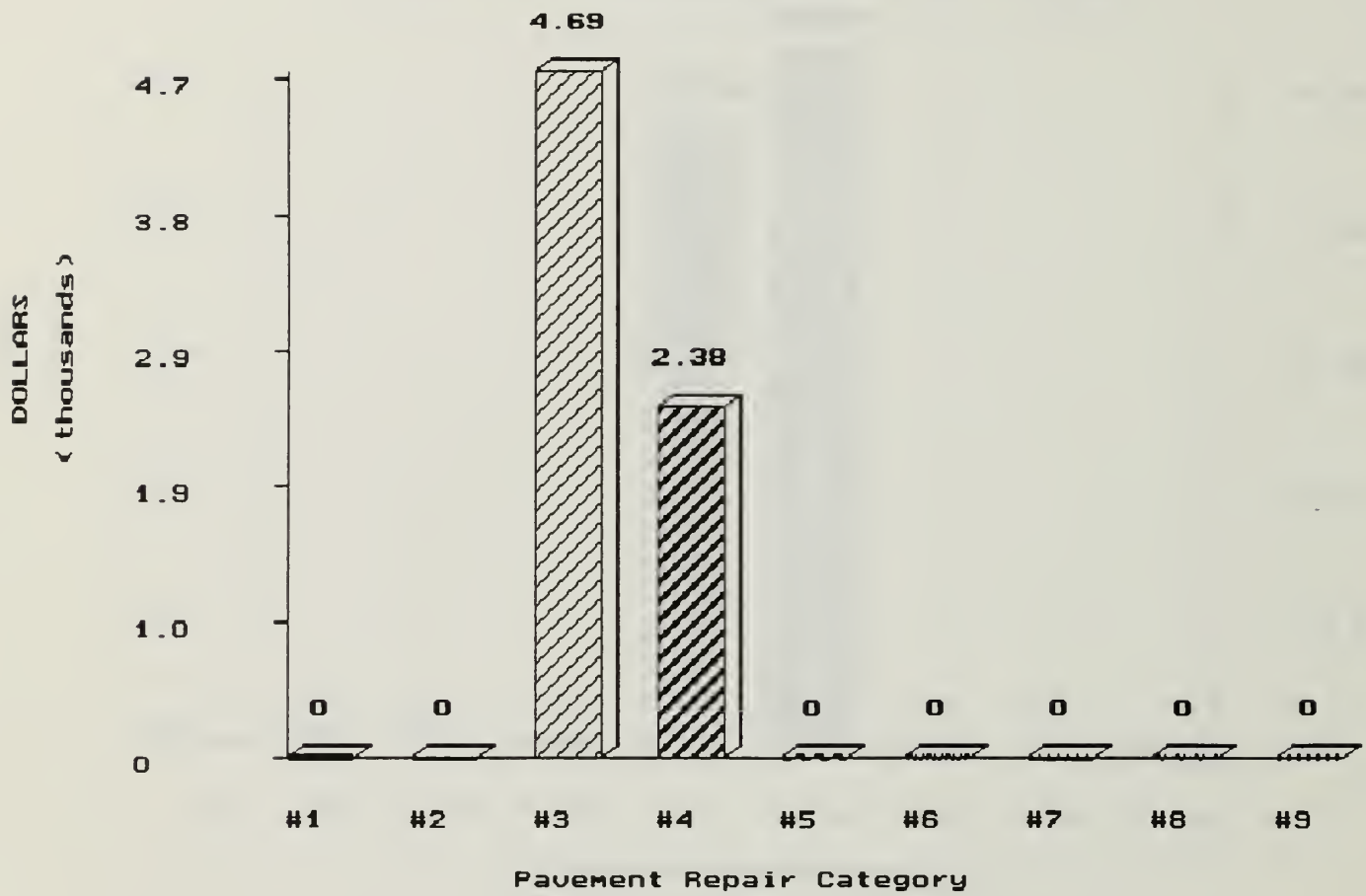
EASTHAMPTON

MILES BY REPAIR CATEGORY AFTER 2002



EASTHAMPTON

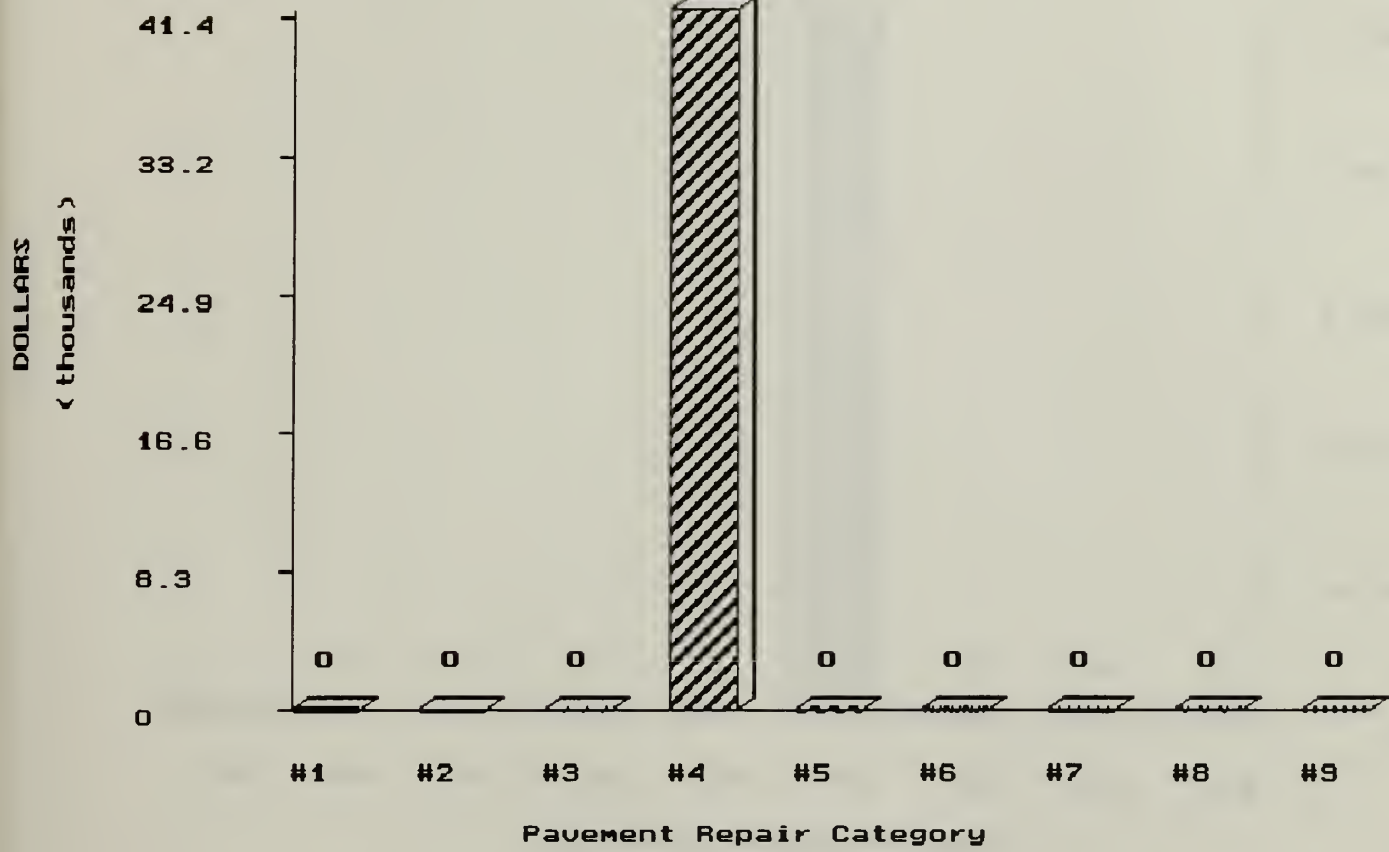
TOTAL NEEDS BY REPAIR CATEGORY AFTER 1998



EASTHAMPTON

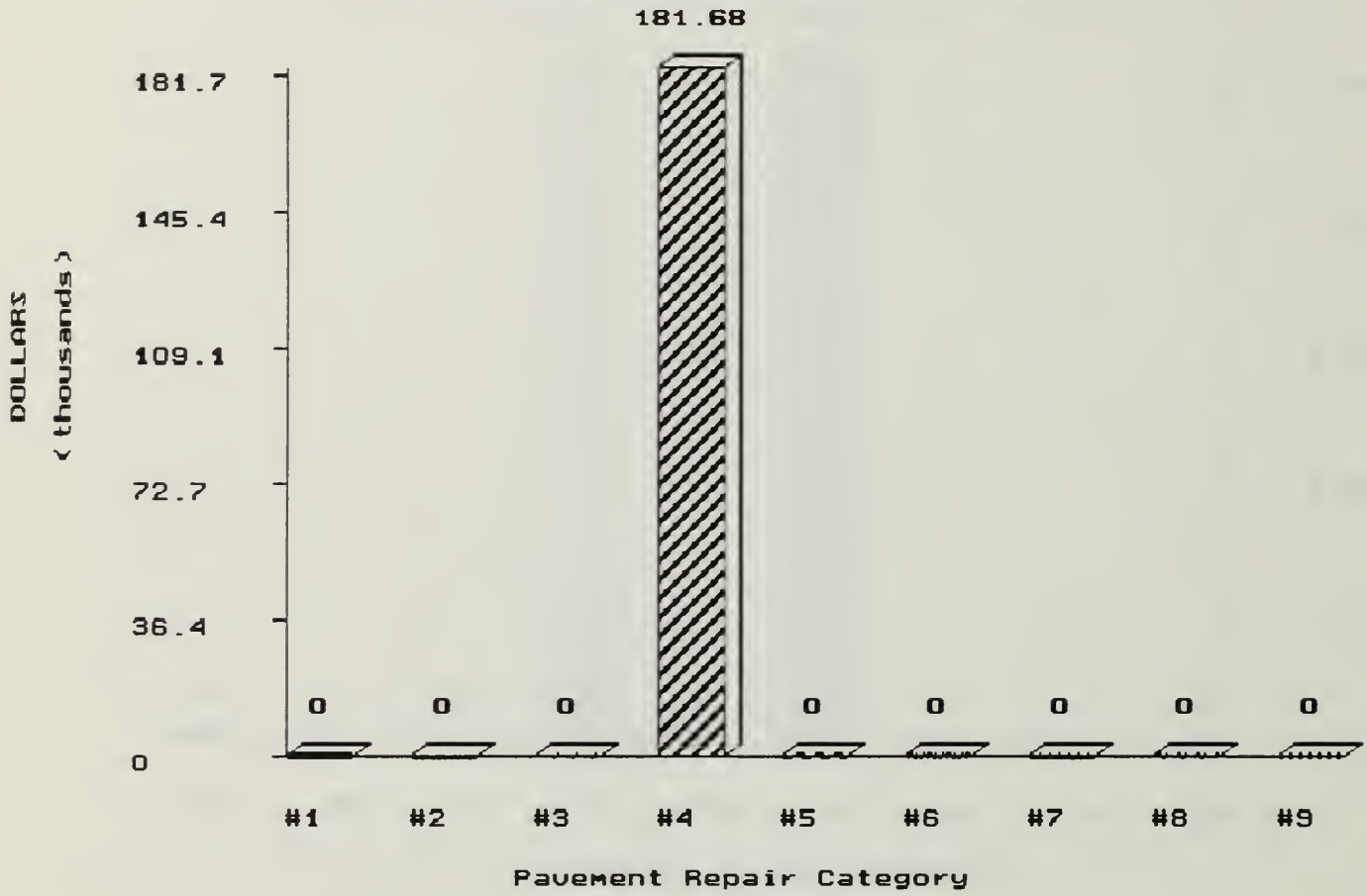
TOTAL NEEDS BY REPAIR CATEGORY AFTER 1999

41.38



EASTHAMPTON

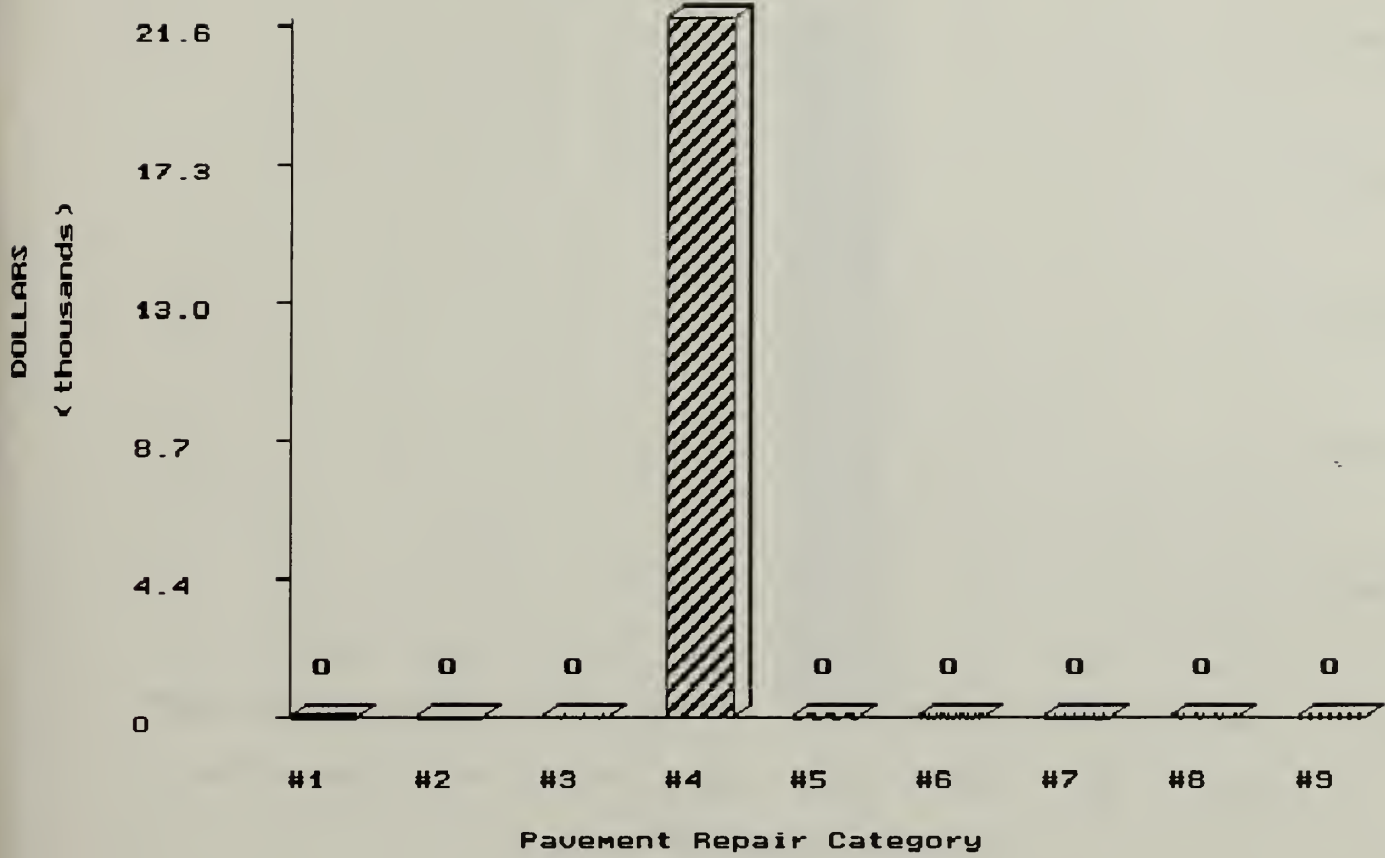
TOTAL NEEDS BY REPAIR CATEGORY AFTER 2000



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TOTAL NEEDS BY REPAIR CATEGORY AFTER 2001

21.57



EASTHAMPTON

TOTAL NEEDS BY REPAIR CATEGORY AFTER 2002

